

FIFTY-FIFTH ANNUAL REPORT  
OF THE  
FLORIDA RAILROAD  
&  
PUBLIC UTILITIES COMMISSION  
FOR THE YEAR 1951



## COMMISSIONERS

GEO. G. MCWHORTER, <i>Chairman</i> , Commissioner;	} Aug. 17, 1887, to June 13, 1891.
E. J. VANN, Commissioner;	
WILLIAM HIMES, Commissioner;	
JOHN G. WARD, <i>Secretary</i> .	
(Commission was abolished by Act of Legislature, 1891; was recreated by Act of Legislature, 1897.)	
R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	} July 1, 1897, to Jan. 3, 1899.
HENRY E. DAY, Commissioner;	
JOHN M. BRYAN, Commissioner;	
J. L. NEELEY, JR., <i>Secretary</i> .	
HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 3, 1899, to Jan. 3, 1901.
JOHN M. BRYAN, Commissioner;	
JOHN L. MORGAN, Commissioner;	
J. N. NEELEY, <i>Secretary</i> .	
HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 8, 1901, to
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)	
	} Jan. 6, 1903.
JOHN M. BRYAN, Commissioner;	} Jan. 8, 1901, to Jan. 6, 1903.
JOHN L. MORGAN, Commissioner;	
J. N. NEELEY, <i>Secretary</i> .	
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	
	} Jan. 6, 1903.
JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 6, 1903, to
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	} Jan. 3, 1905.
ROYAL C. DUNN, <i>Secretary</i> .	
JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;	} Jan. 3, 1905, to
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	} Jan. 8, 1907.
ROYAL C. DUNN, <i>Secretary</i> .	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8, 1907, to
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	} Jan. 4, 1909.
ROYAL C. DUNN, <i>Secretary</i> .	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	} Jan. 3, 1911.
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909 and J. Will Yon was elected as his successor.)	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	} Jan. 7, 1913.
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, Jan. 5, 1913, to 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	

(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1917, to Jan. 7, 1919.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1919, to Jan. 4, 1921.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1921, to Jan. 2, 1923.
NEWTON A. BLITCH, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

Note—Royal C. Dunn was not a candidate for re-election.

Note—Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Campbell, effective November 12, 1922.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 2, 1923, to Jan. 7, 1925.
A. D. CAMPBELL, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

Note—A. D. Campbell died on February 10, 1924, and was succeeded by Hon. E. S. Matthews, effective February 25, 1924.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1925, to Jan. 4, 1927.
E. S. MATTHEWS, Commissioner;	
A. S. WELLS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

A. S. WELLS, <i>Chairman</i> , Commissioner;	} Jan. 4, 1927, to Jan. 8, 1929.
E. S. MATTHEWS, Commissioner;	
*R. L. EATON, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

\*Died February 27, 1927, and was succeeded by Mrs. R. L. Eaton, under appointment by the Governor for the unexpired term.

A. S. WELLS, <i>Chairman</i> , Commissioner;	} Jan. 8, 1929, to Jan. 6, 1931.
EUGENE S. MATTHEWS, Commissioner;	
MRS. R. L. EATON, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

\*A. S. Wells died December 16, 1930, and was succeeded by L. D. Reagin, appointed by the Governor to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	} Jan. 6, 1931, to Jan. 6, 1933.
MAMIE EATON-GREENE, Commissioner;	
*L. D. REAGIN, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

\*L. D. Reagin resigned and Tucker Savage was issued a commission on July 6, 1931, appointing him to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	} Jan. 3, 1933, to Jan. 8, 1935.
MAMIE EATON-GREENE, Commissioner;	
*W. B. DOUGLAS, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

\*Tucker Savage, appointed to fill unexpired term of L. D. Reagin, was not a candidate for re-election.

W. B. DOUGLAS, <i>Chairman</i> , Commissioner;	} Jan. 8, 1935, to Jan. 6, 1937.
EUGENE S. MATTHEWS, Commissioner;	
JERRY W. CARTER, Commissioner;	
LEWIS G. THOMPSON, <i>Secretary</i> .	

Commissioner JERRY W. CARTER was elected chairman for the year 1937.

\*Lewis G. Thompson resigned July 3, 1936, and George L. Patten was elected as his successor.

JERRY W. CARTER, <i>Chairman</i> , Commissioner;	} Jan. 6, 1937, to Jan. 6, 1939.
EUGENE S. MATTHEWS, Commissioner;	
W. B. DOUGLAS, Commissioner;	
GEO. L. PATTEN, <i>Secretary</i> .	

EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	} Jan. 6, 1939, to Jan. 6, 1941.
JERRY W. CARTER, Commissioner;	
W. B. DOUGLAS, Commissioner;	
GEO. L. PATTEN, <i>Secretary</i> .	

W. B. DOUGLAS, <i>Chairman</i> , Commissioner;	} Jan. 6, 1941, to Jan. 6, 1943.
EUGENE S. MATTHEWS, Commissioner;	
JERRY W. CARTER, Commissioner;	
GEO. L. PATTEN, <i>Secretary</i> .	

\*Commissioner Carter elected chairman January 6, 1943 for a two-year term.

JERRY W. CARTER, <i>Chairman</i> , Commissioner;	} Jan. 6, 1943, to Jan. 2, 1945.
*EUGENE S. MATTHEWS, Commissioner;	
W. B. DOUGLAS, Commissioner;	
GEO. L. PATTEN, <i>Secretary</i> .	

EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	} Jan. 3, 1945, to Jan. 8, 1947.
W. B. DOUGLAS, Commissioner;	
JERRY W. CARTER, Commissioner;	
*FLOYD H. BRADLEY, <i>Secretary</i> .	

\*George L. Patten resigned as Secretary on January 1, 1945, and was succeeded by R. W. Ervin, Jr., who resigned effective July 1, 1945. Floyd H. Bradley was appointed August 15, 1945.

\*Chairman Eugene S. Matthews retired effective as of December 16, 1946. Commissioner W. B. Douglas succeeded as chairman.



*W. B. DOUGLAS, <i>Chairman, Commissioner;</i>	} Jan. 9, 1946, to Jan. 6, 1948.
JERRY W. CARTER, <i>Commissioner;</i>	
WILBUR C. KING, <i>Commissioner;</i>	
FLOYD H. BRADLEY, <i>Executive Secretary.</i>	

\*W. B. Douglas died on August 4, 1947, and was succeeded by Richard A. Mack, appointed by the Governor for the unexpired term, effective September 15, 1947. Commissioner Jerry W. Carter succeeded as Chairman.  
Commissioner Wilbur C. King was elected in 1946 and took office January 9, 1947.

JERRY W. CARTER, <i>Chairman;</i>	} Jan. 7 1948, to Jan. 4, 1949.
WILBUR C. KING, <i>Commissioner;</i>	
*RICHARD A. MACK, <i>Commissioner;</i>	
D. FRED McMULLEN, <i>Executive Secretary.</i>	

\*In 1948 Commissioner Richard A. Mack was elected for a full term commencing January 4, 1949.

WILBUR C. KING, <i>Chairman;</i>	} Jan. 5, 1949, to Jan. 2, 1951.
JERRY W. CARTER, <i>Commissioner;</i>	
*RICHARD A. MACK, <i>Commissioner;</i>	
BOLLING C. STANLEY, <i>Executive Secretary.</i>	

\*Commissioner Richard A. Mack was elected Chairman for two years commencing January 3, 1951.

RICHARD A. MACK, <i>Chairman;</i>	} Jan. 3, 1951, to Jan. 6, 1953.
JERRY W. CARTER, <i>Commissioner;</i>	
WILBUR C. KING, <i>Commissioner;</i>	
BOLLING C. STANLEY, <i>Executive Secretary.</i>	

Tallahassee, Florida

LETTER OF TRANSMITTAL

March 1, 1952.

To His Excellency,  
Fuller Warren,  
Governor of Florida.

Dear Sir:

In accordance with the provisions of the Statutes, we transmit herewith the report of the Railroad and Public Utilities Commission of the State of Florida for the Calendar year, 1951.

Respectfully submitted,

RICHARD A. MACK, Chairman.

JERRY W. CARTER, Commissioner

WILBUR C. KING, Commissioner.

BOLLING C. STANLEY,  
Secretary.

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**FLORIDA RAILROAD AND PUBLIC UTILITIES COMMISSIONERS**



**JERRY W. CARTER**



**WILBUR C. KING**



**RICHARD A. MACK**

## Florida Railroad & Public Utilities Commission

The people of Florida exercise general control over the public utilities which serve them either by municipal or county governments, or by a state agency. The state agency for this purpose is called the Florida Railroad and Public Utilities Commission, a new name given in 1949 to the former Florida Railroad Commission.

The Railroad Commission was authorized by the Constitution of 1887, and was created by the legislature of that year in Chapter 3746, shortly after the federal government established the Interstate Commerce Commission. But by 1891, the railroads of Florida had become intolerant of the Railroad Commission's control, and the legislature of that year, in Chapter 4068, repealed the earlier chapter which created the commission.

However, the affairs of the railroads became so disorganized and the service to the public was in such a condition by 1897 that the legislature then decided to bring the railroads again under state control, and established the Railroad Commission by Chapter 4068.

The commission organized in Tallahassee July 1, 1897. Members were R. H. M. Davidson, H. E. Day and J. M. Bryan. They elected John L. Neeley as their secretary and proceeded to call in the principal railroads and begin to set rates, schedules, rules and regulations for intrastate operation of 27 railroad companies running over 2,987 miles of track in Florida.

In 1899, Henry E. Day succeeded R. H. M. Davidson as chairman and John L. Morgan came on the commission in Davidson's place. Principal difficulties encountered by the new commission was in settling passenger rates to the satisfaction of the public and the railroads. All the roads were able to point to the fact that great distances separated small communities, especially on the East Coast from Jacksonville to Miami, and passenger earnings were meager. Freight traffic was large by comparison, with fruit, vegetables, cattle and timber making up the chief loadings.

In 1902, R. Hudson Burr joined the commission, where he was to remain for 24 years. Jefferson B. Browne, later a justice of the supreme court and circuit judge, also became a member of the commission, these two replacing Day and Bryan. Royal C. Dunn, many years later a legislator from Dixie county, was secretary. During this period, the citizens of the state became increasingly demanding that the railroads give them proper depots and agencies. Tallahassee, as the capital city, was represented by its Board of Trade in such a hearing, resulting in construction of the Seaboard depot in 1905.



In its report of 1908, the railroad commission noted that the railroads finally were bringing some relief to the shippers, through more prompt handling of freight as well as improvement in their physical equipment. First bills were introduced in the legislature requiring separate coaches for white and colored passengers. Litigation gradually was strengthening the hands of the commission in the enforcement of rules for better service to the public.

In 1907, Newton A. Blitch joined the commission. Later Royal C. Dunn was named a commissioner to fill a vacancy caused by the retirement of John L. Morgan. S. E. Cobb, and J. Will Yon were secretaries in that period. R. Hudson Burr became chairman.

By 1911, the growing web of telephone and telegraph lines in Florida called for state regulation. By Chapter 6186, the legislature placed telephone companies under the Railroad Commission, and by Chapter 6187, it conferred the same power for regulating telegraph companies.

The first formal order relating to telephones involved Arthur Chaires against the Southern Telephone and Construction Company of Tallahassee. It required the company to change a telephone for Mr. Chaires from one residence to a succeeding one without charge. This the company refused to do, and the commission brought mandamus, but neither the circuit court nor the supreme court thought the commission had the authority to make such an order.

From 1897 until 1929, the commission was concerned only with the regulating of railroad and express companies, telephone and telegraph companies, canal companies, toll bridges and ferry companies. Lewis G. Thompson became secretary in 1919, to remain until 1936 when George L. Patton succeeded him. A. S. Wells and A. D. Campbell became members of the commission in 1921, with R. Hudson Burr, who was chairman from 1907 until 1926, when he was succeeded by R. L. Eaton. E. S. Mathews was appointed in 1924 to a position on the commission and remained there until his retirement in 1946.

The death of R. L. Eaton brought his widow, Mrs. Mamie Eaton, to the commission. Others who served briefly in the period from 1929 to 1935 were L. D. Reagin and Tucker Savage. W. B. (Babe) Douglas was elected to succeed Savage. Jerry W. Carter also won a place on the commission by election in 1935. Douglas and Carter served with Mathews until the retirement of Mathews and the death of Douglas in 1947. Richard A. Mack, now the chairman, was appointed to the commission in 1947 and Wilbur C. King was elected in 1946.

Floyd H. Bradley and D. Fred McMullen had succeeded Patton as secretary, and Bolling C. Stanley, the present secretary, was appointed in 1950.

The Railroad Commission was the only state body except the courts given power by the 1887 Constitution to enforce its own orders. Its three members are elected for terms of four years each, and may be removed from office only by impeachment.

The law today is substantially the same as when the commission was created, so far as it concerns railroads, ferry and toll bridge companies and so forth. What was described in those early days as common carriers consisted only of railroads and steamship lines and their accessory operations.

But the coming of hard roads to Florida brought on the swift development of public motor transportation, in carrying passengers as well as freight. In 1929, by Chapter 13700, the Railroad Commission was given jurisdiction over this new business of motor carriers, which means buses, trucks and taxicabs. These were required to submit to state regulation of their rates, routes, equipment and other features affecting the public. A series of lawsuits invalidated part of this law, but in 1931, by Chapter 14764, the legislature corrected earlier errors and gave Florida its present motor carrier act.

During all these years, other states had begun also to regulate the rates and practices of companies selling gas and electricity to the public. But it was not until 1951 that the legislature of Florida took this same step. Governor Fuller Warren signed the Dowda Bill into law as Chapter 26545, and thus an effort lasting more than ten years to bring order out of the complex electric and gas rates was successfully completed.

In addition to the ordinary regulation of utilities, this commission in 1949 was charged with administering the principal features of the anti-bookie law. It gives this commission authority to back up law enforcement officers who find that leased telephone or telegraph facilities are being used illegally in the gambling business. The commission has added this and the electric and gas regulation to its other responsibilities virtually without increase in its appropriation. Florida is being given statewide regulation of all its public utilities today by virtue of a hard-working commission whose members must make up in diligence and deep understanding of the public what they lack in staff and equipment.

# Biography of Commissioners

## CHAIRMAN RICHARD A. MACK

Richard A. Mack, newest member of the Florida Railroad and Public Utilities Commission, was literally drafted into public life from a successful business career.

Having returned from army service in 1946, he went to work for the Port Everglades Rock Company at Fort Lauderdale. He was secretary to the company in 1947 when Governor Caldwell asked South Florida advisors to submit suggestions for appointment to a vacancy created by the death of Commissioner W. B. (Babe) Douglass. Mack was suggested by Dade, Broward and Palm Beach county leaders and was persuaded to seek the appointment.

He took office in September, 1947, and by January faced the necessity of making his first political race. He won in the 1948 primaries by a large majority over his opponent and is now serving his first full term. He was elected Chairman of the Commission for a two year term commencing January 3, 1951.

Commissioner Mack was born in Miami in 1909, son of Mr. and Mrs. Charles D. Mack, former residents of Fort Valley, Georgia. He attended grade school and junior high school in Miami, took preparatory work at Northwestern Military Academy in Wisconsin and, in 1932, was graduated from the University of Florida with a degree in business administration. He was a member of Blue Key, honorary society, and Sigma Nu fraternity.

He entered the insurance business in Tampa in 1932, remained there 3 years and then returned to Miami where he became associated with General Motors Acceptance Corporation. Soon after locating in Miami, he married Miss Susan Stovall, daughter of Colonel W. F. Stovall, one of Tampa's pioneers.

Commissioner Mack remained with GMAC until 1940, when he became credit manager for Hector Supply Company of Miami. At the outbreak of World War II, Mack entered the army as a Second Lieutenant of Infantry and was released as a Lieutenant Colonel in 1946. He was tendered a commission in the regular army but did not accept. He and Mrs. Mack returned to Coral Gables and there a daughter, Susan, was born to them in 1947.

Business experience in transportation and communication has enabled Commissioner Mack to approach regulation of railroads, motor bus and truck lines and telephone and telegraph companies from the standpoint of the user as well as the official. He has insisted upon modern accounting being applied to all requests for rate increases, requiring applicants to prove what their rate of return is and basing rate changes only on a showing that present earnings are not up to the accepted minimum.

He was called recently to sit with the Federal Communication Commission in Washington to hear a major case involving the entire communications system of the United States, and has at other times represented Florida in hearings by the Interstate Commerce Commission.

### COMMISSIONER JERRY W. CARTER

Commissioner Jerry W. Carter, oldest member in point of service, was born in Barbour County, Alabama. His father was Wilbur Wesley Carter, M.D., the son of Daniel Boone Carter, a Methodist preacher of Tennessee, and his mother was Mary Blanche Williams, whose parents came from Florida and Georgia, part of the numerous Williams family.

When Jerry, their seventh son, was three years old, Dr. Carter and his family moved to the mountains near the North Carolina-Tennessee state line and there the father died when Jerry was eight years old. At the age of 10, Jerry started out, bare-headed and bare of feet, to sell notions, linens and wearing apparel through the Tennessee and Carolina mountains. As one of his stock, he sold and demonstrated to the people of that region a tufting device with which they now make the rugs that have helped make that region famous.

He was employed by the Singer Sewing Machine Company at 18, became manager of their Knoxville store at 20, and also in that year was married to Mary Frances Holifield of Pensacola. He and his growing family came to Florida in 1907, where he sold sewing machines, developed a broad acquaintance throughout the state and became increasingly active in public affairs.

Jerry Carter was appointed State Hotel Commissioner by Sidney J. Catts, and in that office he wrote Florida's first codes for building and for electrical, plumbing and sanitary installations, and the rules which followed. He was reappointed by Governors Cary A. Hardee and John W. Martin. Anticipating the end of the Florida boom, Jerry Carter prevailed upon the legislature to authorize establishment of the State of Florida Travel Bureau, which used state funds to cooperate with cities, counties, transportation companies and individuals to start advertising campaigns to attract settlers and to convince the American winter tourist that prohibitive prices had passed with the boom and that they could again spend the winter in Florida at moderate cost. Among the immediate results of his program were exhibition trains and special Florida shows through the north, and the reduction of passenger fares from 3½ cents a mile to 1½ cents, to and from Florida. He was given much credit in contemporary journals of that day as a contributing factor in hastening Florida's recovery from its condition following the boom.

as it was called then, in 1934. He has been re-elected with increasingly large majorities, and is now serving his fifth term. In addition, he was

Commissioner Carter was first elected to the Railroad Commission,



elected last year to the honorary position of Democratic national committeeman for Florida. He has been active in party matters for more than forty years, and has been a national factor since 1924, when he successfully managed the McAdoo bid for presidential nomination in Florida's preferential primary.

Among many of the important movements initiated by Jerry W. Carter for the benefit of Florida and the South, an outstanding success has been the Inter-territorial Class Rate and Classification case, also known as the Southeastern Governors' case, which resulted in lower freight rates for the south. He started this case in 1935, has defended it before numerous courts and commissions, and frequently has been credited with having prevented its dismissal and abandonment. Witnesses before the interstate commerce commission have recently testified the savings to Florida shippers by that rate case run to nearly \$2,000,000 a year.

Jerry and his wife are the parents of seven sons, who attended the University of Florida, served their country in one capacity or another during the recent war, and now are engaged in various trades and professions. Jerry and Mrs. Carter and their sons and grandchildren now number a family of 30, all Democrats.

### COMMISSIONER WILBUR C. KING

The old King's ferry across the St. Johns river in Nassau County is one of the early landmarks of the Florida family which produced Wilbur C. King. His grandfather operated the ferry which bore his name, and which probably gave the name to the highway of the same name which entered Jacksonville from the north.

But James W. King, son of the Nassau countain, settled as a boy in Lecanto, a small community near Inverness in Citrus County. His wife, Virginia, was a native of Alabama. There Wilbur C. King was born.

He was born to a life of hard work. At an early age, he had the responsibility of supporting a widowed mother and of sending two sisters to school and helping a brother. He began his schooling in a one-room school at nearby Sunnyside before the community of Lecanto had a school and dug out his education from any books he could get. He corresponded for years for the Citrus County Chronicle to help in his drive toward an education.

When Wilbur King was 25, his obligation to his family was ended and he located near Bradenton as assistant postmaster at Talavast and manager of a turpentine operation. From there he went to Zolfo Springs, where he married Miss Etta Bethea of that city. It was there he made his permanent home.

There too, in Zolfo Springs, Wilbur King began life as a merchant, with a capital of \$250 and a lot of hope and ambition. This was to lead



him, not only through many years as a merchant, but send him into many public works, for his community, his county and finally his state.

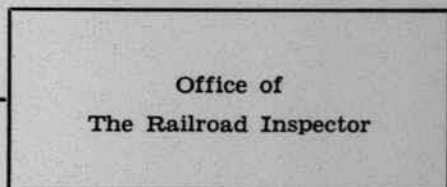
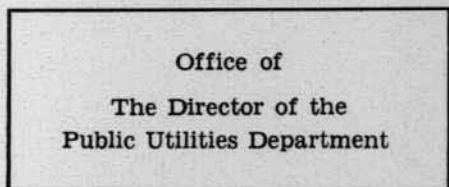
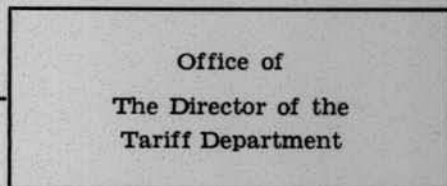
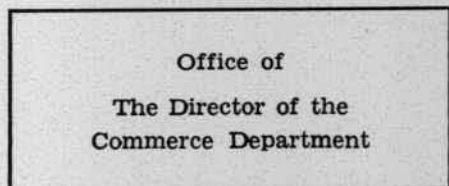
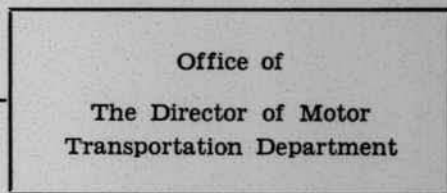
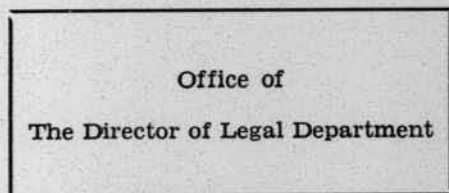
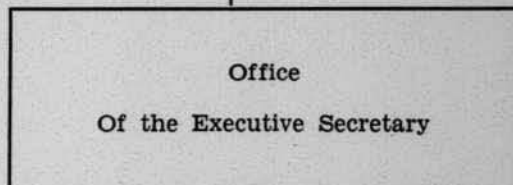
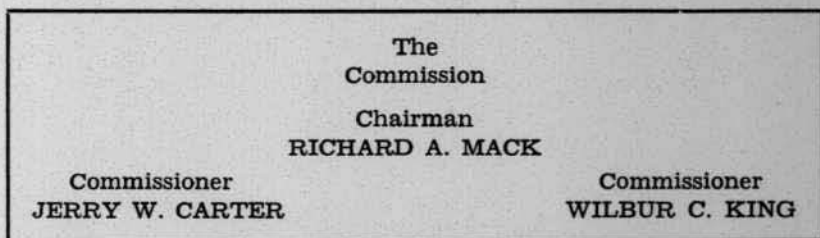
The first public office held by Commissioner King was that of City Councilman for Zolfo Springs. He remained on the council for 20 years. In 1933, he was elected to the Hardee County commission and remained there for 10 years, six of them as chairman. During that time, he was elected president of the state association of county commissioners, serving with distinction also as the guiding spirit of their legislative program.

Experience with the state legislature sent him then into the race for state senate and the 1945 session found him representing the four-county twenty-seventh senatorial district. In 1946, he was induced to enter the race for the Railroad Commission to succeed E. S. Matthews of Starke who had retired. King was elected and began his duties in 1947. In 1950 he was elected for another four year term.

The official positions Commissioner King has held tell only a small part of his story of public service. There were the many times when he was the head of the local community chest and Red Cross drives, and county chairman of numerous welfare campaigns. He was a cattleman, citrus grower and vegetable raiser, so Wilbur King found himself president of Hardee County citrus growers association, president of the Zolfo Springs strawberry and tomato growers association, and many others along this same line.

Out of this background of public service and business experience, Commissioner King draws on a large fund of information to help him make decisions as a member of the Florida Railroad and Public Utilities Commission.

He proposed a reorganization of the Commission soon after he joined, which met with acceptance of the other commissioners. The results have been better service to the public, greater ability to control the public utilities under the Commission and the gradual building up of a staff of experts to handle the specialized problems of this important State body.





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## **The Executive Secretary**

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The office of the Executive Secretary consists of the Secretary himself, two secretaries and two file clerks. This office is the administrative center of the staff. All of the official records of the Commission come under the jurisdiction of the Secretary. He receives, opens and routes all mail not directed to one of the Commissioners or a particular member of the staff and maintains a follow system on files and correspondence. He must have knowledge of all the functions of the various departments in order that he may properly answer all inquiries directed to his office. It is his duty to make arrangements for all public hearings, conferences, etc., at the direction of the Commission. He has the duties of personnel director and the right to assign an employee from one department to another for temporary work when needed and when the regular work of such employee permits. He acts as property custodian for the Commission and supervises the maintenance staff. The Secretary also acts as purchasing agent for the Commission, issuing all purchase orders.

### BIOGRAPHY OF BOLLING C. STANLEY



Bolling C. Stanley, Executive Secretary of the Commission, is a native of Virginia. He received his education at the Norfolk Academy, Emory and Henry College and the University of Virginia, receiving an L.L.B. degree from the latter in 1924. He was admitted to the practice of law in Virginia and Alabama in that year and after practicing for a year in Birmingham moved to Florida, where he was admitted to practice in 1925. Since that date he has made his home successively in Fort Myers, Jacksonville, Orlando and Tallahassee, having moved to the latter city in 1933. From 1930 to 1935 he was Director of the Florida Railway Tax Bureau and from 1935 to 1945 acted as Tax Examiner for the Seaboard Air Line Railway. During a portion of the latter period he also engaged in the practice of law. From 1945 to 1949 he served as an Assistant Attorney General of Florida and was appointed to his present position on January 7, 1949.

He is married and has one son and one daughter. He is a Democrat and is a member of the Methodist Church, the Florida and Tallahassee Bar Associations and Phi Gamma Delta and Phi Delta Phi fraternities.

### REPORT OF EXECUTIVE SECRETARY

During the year 1951 the business of the Commission handled by this office increased considerably. This increase was due, in a large measure, to the enlargement of the Commission's jurisdiction to include privately owned gas and electric utilities but the rapid progress of the State also indirectly contributed to this increase, particularly in con-



nection with the large number of applications for authority to conduct motor carrier operations. During 1951 a total of 227 formal cases were filed and docketed by this office as compared with 199 during 1950. Of this total of 227 cases 121 involved motor carrier operations. The number of cases involving applications for reinstallation of telephone service which had been discontinued at the direction of a law enforcement officer because of illegal use also rose sharply. In 1951 a total of 46 of such cases were filed as compared with 15 in 1950.

In the year 1951 the Commission and its Examiners held 192 public hearings as compared with 173 in 1950. During 1951 the Commission, usually with several members of its staff also present, held 138 conferences for the purpose of considering the decisions to be made in cases already heard and disposing of other official business, compared with 126 such conferences held in 1950.

During the second half of the year 1951 the Commission rapidly adopted rules and regulations to enable it to effectively discharge its duties under the 1951 law vesting in it jurisdiction over the privately owned gas and electric utilities and added to its staff several capable men experienced in the utilities field. Further additions to the staff are necessary and will be made if the next appropriation permits it.

During the year the Commission and its employees conducted the State's business in an efficient and harmonious manner and the individual Commissioners are constantly alert to anticipate and be fully prepared to solve the problems that will arise in the future as the State continues its remarkable growth.

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## **The Legal Department**

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The director of the Legal Department is the General Counsel of the Commission and he is assisted by two attorneys, an attorney examiner, court reporter, and two legal clerks. It is his duty to be present or to designate one of his assistants to be present at all public hearings held by the Commission. It is the function of his office to draw all orders pertaining to decision of the Commission. This office represents the Commission in all cases pertaining to the Commission coming before the State and Federal Agencies and Courts. He must be prepared at all times to give legal counsel to the Commission and its staff on all matters coming before the Commission and in addition on all matters that affect the jurisdiction of the Commission.

### **BIOGRAPHY OF LEWIS W. PETTEWAY, GENERAL COUNSEL**



Petteway, Lewis W., born Loughman, Florida, September 29, 1904. Educated in public schools of Georgia, Emory University, and Mercer University College of Law. Admitted to Georgia Bar in 1927 and Florida Bar in 1928.

Private practice of law in Tampa, Miami and Tallahassee, 1928 to 1941. Assistant Attorney General of Florida, 1941 to 1944. General Counsel for Florida Railroad and Public Utilities Commission since 1944.

Admitted to practice before Federal District Courts for Northern and Southern Districts of Florida; United States Court of Appeals, Fifth Circuit; United States Supreme Court; Interstate Commerce Commission and all other Federal Regulatory Agencies.

Member F & A M, K of P, A. T. O., Tallahassee Kiwanis Club, Tallahassee and State Chamber of Commerce; Tallahassee, State and American Bar Associations; Interstate Commerce Commission Practitioners Association.

Member First Baptist Church, Tallahassee and served for two years as Chairman of its Board of Deacons. Presently, a member of the Board of Deacons and Chairman of the Church's \$750,000.00 Building Program.

Married Henrietta Johnson of Tampa who graduated from Florida State College for Women where she was a member of Kappa Delta Sorority. Mrs. Petteway taught mathematics in the high schools of Tampa for several years. One daughter, Ann.

### **ANNUAL REPORT OF LEGAL DEPARTMENT FOR 1951**

The Legal Department of the Florida Railroad and Public Utilities Commission, through its General Counsel, submits the following report for the year 1951:

### Public Hearings

In all public hearings the representative from the Commission's Legal Department usually serves in a dual capacity of clerk and attorney, advising the Commission on questions of law, admissibility of evidence and helping to perfect a record upon which the Commission can act intelligently. In most cases where a public hearing is held the Legal Department makes formal recommendations to the Commission and each hearing results in a formal order which is prepared by the Legal Department in accordance with the findings and decision of the Commission. Very few cases of any importance are finally disposed of with less than three or four conferences and some representatives of the Legal Department is usually present at each of these conferences.

### Litigated Cases

In addition to the routine matters handled by the Legal Department, counsel for the Commission represents the Commission in all litigation in which the Commission is in anywise interested. The more important litigated cases handled during 1951 are as follows:

1. *Mack, et al vs. Atlantic Coast Line Railroad Co., et al.*

The Coast Line filed an application under Section 323.26, Florida Statutes, for a certificate of public convenience and necessity to operate motor vehicles in a large area of Florida. Such section provides that certificates shall be issued to railroad companies as a matter of right and without a hearing to operate over the most practicable route located nearest to the railroad's rail lines and between the communities which are connected by and served by such rail lines, but subject to certain specified restrictions set forth in such section. Certain large motor carriers already operating in said area requested that the Commission include in any certificate so issued restrictions for their protection, which restrictions were over and beyond those specified in Section 323.26. Said motor carriers contended that Section 323.03, relative to common carrier auto transportation companies, gave the Commission ample authority to include the restrictions they requested. The Commission was uncertain as to whether it had the power to include the restrictions requested by the motor carriers or to hold a hearing to determine whether such restrictions, or any of them, should be so included. Therefore, the Commission filed suit in the Circuit Court of Leon County for a declaratory decree declaring whether or not the Commission had such power. In effect, the Court answered such questions in the affirmative but expressed the view that upon the filing of a "proper application" the same should be granted as a matter of right and without a hearing and if a protest should be interposed to the application the certificate should nevertheless be *tentatively* granted and hearings thereafter conducted to determine the propriety of confirming or suspending or cancelling the certificate. The Coast Line appealed from such decree to the Supreme Court.



1(a). *Atlantic Coast Line Railroad Co. v. Commission*. (Not reported)

This was an original proceeding in the Supreme Court in mandamus to coerce the Commission to issue the certificate referred to above and was instituted after the Commission filed its bill for declaratory decree in the aforesaid case in the Circuit Court, and application was made for the alternative writ prior to a hearing in the suit for declaratory decree. The Supreme Court denied the alternative writ and dismissed the proceeding.

2. *Atlantic Coast Line R. Co. v. King*, 51 So. (2) 723.

This was a certiorari proceeding to quash the Commission's order denying the Coast Line application to close its agency at Longwood from June 1 to October 31 each year. The records revealed that the agent's salary exceeded by slightly over \$240.00 the revenue of the agency for the fiscal period used as a basis for the application, and the Court held on this, and the fact that the record showed that the high percentage of business transacted by the agency occurred from November until the following June, that the Commission had failed to correctly construe the legal effect of the record when considered in its entirety, and thereupon quashed the order.

3. *Atlantic Coast Line Railroad Co. v. King, et al* (two cases) 52 So. (2) 339.

Orders of the Commission denying applications of the Coast Line to close its agencies at Babson Park and Dukes, respectively, were quashed by the Supreme Court on the authority of its decision in the Longwood case, *supra*.

4. *Jack's Cookie Co. v. Commission*, 54 So. (2) 695.

Jack's Cookie Co. is a baking concern engaged in the manufacture of cookies which it distributes in its own trucks. Application was made to the Commission for a certificate of public convenience and necessity as a contract carrier to transport aluminum blinds on return trips, commonly referred to as a back-haul operation. The application was denied upon the grounds, among others, that such back-haul operations in enterprises distributing their own products would jeopardize existing transportation facilities in the territory involved and seriously threaten the financial soundness of existing carriers. The Supreme Court quashed the order of denial on certiorari but the Court carefully worded its opinion so as not to open the door to a deluge of applications for authority to engage in back-haul operations.

5. *Great Southern Trucking Co. v. Mack, et al*, 54 So. (2) 153.

This case resulted from an order of the Commission granting an application of M. R. & R. Trucking Company to extend its operations over a route for which Great Southern is already certificated. The Supreme Court upheld the order of the Commission and the general effect of the opinion would appear to be notice to carriers that if they neglect



any route over which they are certificated, some aggressive and far-sighted carrier serving the same territory, or some new carrier, will succeed in obtaining a certificate to operate on such route.

6. *Petroleum Carrier Corp. v. Commission*, 50 So. (2) 528.

The Commission denied the application of Petroleum Carrier Corporation to engage in the transportation of petroleum from Port St. Joe, Florida into the states of Georgia and Alabama because of the failure of Petroleum Carrier to prove public convenience and necessity and to show that an existing carrier serving the same territory was not adequately rendering the proposed service. The Supreme Court dismissed Petroleum Carrier's petition for writ of certiorari.

7. *Service Coach Line v. King, et al*, 50 So. (2) 880.

In this case, Service Coach Line had obtained a certificate of public convenience and necessity from the Interstate Commerce Commission to engage in interstate business of transporting charter parties to points in Florida and had registered such interstate authority with our Commission by securing a certificate of registration. Thereupon, the carrier asked the Circuit Court of Leon County to decree that by virtue of such certificate of registration it held a certificate within the meaning of Section 323.14 and was thus entitled to engage in intrastate charter operations within the State of Florida without further authority from our Commission. The Circuit Court denied the relief prayed for and was affirmed on appeal.

8. *Airline Coach Service, Miami Beach, Inc. v. Commission*. 53 So. (2) 672.

In this case Red Top Sedan Service, Inc. applied for certificate of public convenience and necessity to transport passengers between Miami Beach and the Miami International Airport. Under *Miami Beach Airline Service v. Crandon*, 32 So. (2) 153, authority over ground transportation within the airport is in Dade County Port Authority. Such Authority intervened and Airline Coach Service, Miami Beach, Inc. protested the granting of the application. Airline Coach Service had a concession agreement with said Authority to enter the airport for the purpose of transporting passengers but before the Commission could enter its order this agreement expired and the Authority declined to renegotiate or extend it. Instead, the Authority entered into such an agreement with Red Top, which was to thereafter enjoy the exclusive privileges formerly enjoyed by Airline Coach Service within the airport. Red Top actually failed to prove public convenience and necessity before the Commission but there was no doubt that public convenience and necessity required ground transportation between the airport and Miami Beach and, in the circumstances, Red Top was the only carrier which could supply it. Therefore, the Commission granted the application. On petition for writ of certiorari, the Supreme Court dismissed the petition.

9. *Reorganization of Florida East Coast Railway Company*.

As revealed by the Annual Report for 1950, the Commission filed

motions to strike certain portions of answers filed by various bondholders to the petition of the Commission seeking to enforce in the United States District Court the Commission's orders requiring the Trustees of the railroad to relocate and construct new passenger station facilities at Miami. Said motions, as disclosed by such report, were set for oral argument on December 4, 1950 but postponed indefinitely due to the illness of the District Judge. The motions were actually argued in June, 1951 and were granted by the Court. Thereupon, the Commission filed a motion for summary judgment on its petition but we were unable to obtain disposition of such motion during the year.

The Annual Report for 1950 reveals also our intervention before the Interstate Commerce Commission in such reorganization and our efforts by brief and oral argument before that Commission to have any reorganization plan certified to the Court to include a cash reserve for the relocation and construction of such new passenger station facilities. During the year the Interstate Commerce Commission certified a plan and therein admitted the necessity for such new facilities and included a cash reserve of \$2,500,000. This Commission then filed petition for reconsideration of such plan, urging an increase in the amount of cash reserve for this item, such amount being insufficient to defray the cost as estimated by the Trustees. We also applied to the Interstate Commission for an order either approving that part of the order of this Commission regarding the relocation of such facilities or holding that such approval is not necessary. The Interstate Commerce Commission declined to increase the amount of such item and also refused to grant the relief so applied for. This Commission then filed objections in Federal Court to such action, supporting the same by brief, but the objections were not considered by the Court during 1951.

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**Motor Transportation Department**

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The Motor Transportation Department consists of the Director, a Supervisor of Registration and Insurance, one secretary and sixteen motor transportation inspectors who are stationed throughout the state. The Director of this department is responsible for maintaining current records on the operating rights of all motor carriers under the jurisdiction of the Commission and for the supervision and registration of all motor vehicle equipment operated by them. The motor vehicle inspectors report directly to the Director of this department and he is responsible to the Commission for all of their enforcement activities. This office issues identification plates to the various carriers for their vehicles.

### BIOGRAPHY OF EDWIN THOMAS HAMIL



Edwin Thomas Hamil was born November 3, 1903 at Plattenville, Louisiana. He received his early grade school education in Louisiana and completed high school at Melbourne, Florida. At the age of twenty years, he was employed by the City of Palatka Police Department where he remained for six years. Following this, he was employed by the Sheriff's Office of Seminole County, delegated to highway traffic work, for four years. He was employed by the Railroad Commission, as an inspector, in December of 1934, and was delegated principally to the Central Florida Area. In 1945, he was delegated to revise the records of the Commission in the Tallahassee office as it applied to motor carriers, and the compilation of a record of all interstate carriers authorized to operate in Florida. During part of this period, he served as Acting Secretary of the Commission due to a temporary vacancy. In January, 1948, he was appointed Director of the Motor Transportation Department, and placed in full charge of all motor carrier operations under the jurisdiction of the Commission; and has direct charge of all enforcement.

Mr. Hamil is married and has three sons and one daughter. The eldest is 26 years of age and the youngest, the daughter, is 16. Two of the sons served in the United States Navy during the last World War; and the eldest and youngest are now serving in the United States Navy.

Mr. Hamil is a resident of Chuluota, Florida, located in Seminole County. He is a Mason and a member of the Baptist Church.

### REPORT OF THE MOTOR TRANSPORTATION DEPARTMENT

As is shown in prior reports, the duties and functions of the Motor Transportation Department have not changed as against the annual report for the year 1950. The Department still desires and feels it necessary



in the public interest that the Motor Transportation Laws of Florida be amended or rewritten to meet the present day need. Through rigid enforcement and the rapid evolution of motor transportation it has become more difficult to enforce our present laws through criminal procedure. There will be recommended to the next session of the Florida Legislature, several amendments that are deemed necessary.

This Department, during the year 1951, through its enforcement program, feels that much was accomplished in maintaining an orderly system of transportation in the public interest. The freight and passenger traffic handled by the certificated carriers generally showed an increase. The service of these carriers was brought to a higher level in the public interest. Several major Court cases were handled, primarily dealing with the lease practices of motor carriers. These cases were brought in the interest of protecting the orderly systems of transportation and for protection of the public.

### MOTOR VEHICLE RECIPROCITY BETWEEN THE STATES

As reflected in the annual report for the year of 1950, this Department has been active in furthering the benefits to the motor carrier industry, in affecting reciprocal agreements between the states. Continued efforts are being put forth to this end so that motor carriers performing public service of transportation will not meet with so-called "trade barriers" at state lines. We are hopeful that in the future we can bring other states into the uniform reciprocal agreement now entered into by the ten Southeastern States.

The Motor Transportation Department, which collects all fees and deposits same with the State Treasurer, reports the following collections for the year 1951:

Identifying Number Plates .....	\$10,818.50
Filing Fees .....	4,850.00
Spot Lease Stickers .....	13,990.50
Miscellaneous .....	130.70
Taxicab (For Hire and Master Permits and Identifying Number Plates) .....	28,235.00
Total Collections .....	<u>\$58,024.70</u>

Gross collections of mileage taxes for the calendar year from all auto transportation companies for the years 1947 through 1951 reflect the following trend:

1947 .....	\$582,172.58
1948 .....	676,653.72
1949 .....	667,901.58
1950 .....	721,804.12
1951 .....	677,174.34



During the calendar year of 1951 the field inspectors of the Commission report the following activities:

Number of Arrests .....	402
Number Road Inspections (mileage tax purposes) .....	7,021
Number Sanitary Inspections .....	1,572

Amount of criminal bonds posted in the several counties for the foregoing arrests:

Alachua .....	\$ 250.00
Bay .....	1,270.00
Bradford .....	825.00
Brevard .....	50.00
Broward .....	400.00
Citrus .....	1,750.00
Charlotte .....	100.00
Columbia .....	6,425.00
Dade .....	10,800.00
Dixie .....	450.00
DeSoto .....	500.00
Duval .....	4,000.00
Escambia .....	800.00
Flagler .....	4,621.00
Gilchrist .....	2,160.00
Gulf .....	250.00
Hamilton .....	50.00
Hernando .....	400.00
Holmes .....	250.00
Hillsborough .....	9,150.00
Jackson .....	350.00
Jefferson .....	2,675.00
Lake .....	50.00
Lee .....	160.00
Leon .....	1,450.00
Levy .....	250.00
Madison .....	325.00
Marion .....	1,450.00
Manatee .....	300.00
Nassau .....	1,550.00
Okaloosa .....	3,200.00
Orange .....	2,100.00
Pasco .....	50.00
Palm Beach .....	450.00
Pinellas .....	800.00
Polk .....	100.00
Santa Rosa .....	200.00
Sarasota .....	155.00

Suwannee .....	100.00
Taylor .....	200.00
Volusia .....	250.00
Washington .....	250.00
Total .....	<u>\$60,916.00</u>

Of the total number of criminal cases filed during the year 1951, only five cases were tried in the criminal courts. The balance were forfeited bonds on non-appearance.

During the calendar year of 1951 the Motor Transportation Department had the following classes and number of vehicles registered under the Commission's jurisdiction:

Common Carriers .....	1,980
Contract Carriers .....	237
Limited Common Carriers .....	1,091
Certificate of Registration (Non-reciprocal) .....	818
Certificate of Registration (Reciprocal) .....	12,117
Permit Carriers .....	33
Taxicabs .....	<u>2,449</u>
Total Units Registered .....	18,725
Spot Lease Stickers Issued .....	22,992

During the calendar year of 1951, the Motor Transportation Department received accident reports from regulated carriers under the Commission's jurisdiction. Under the Commission's rule, all accidents involving personal injury shall be reported, and all accidents involving property damage of \$100.00 or more shall be reported. There is reflected into the following total accidents of Florida carriers that may have occurred in states other than Florida; however, the accidents are reportable and chargeable to the Florida domiciled carrier:

#### FREIGHT CARRIERS

Number Accidents .....	195
Number Deaths .....	20
Number Injured .....	86
Property Loss and Damage .....	<u>\$223,980.00</u>

#### PASSENGER CARRIERS

Number Accidents .....	199
Number Deaths .....	3
Number Injured .....	278
Property Loss and Damage .....	<u>\$ 41,194.00</u>

The following is a breakdown of carriers registered with the Commission and application matters handled by the Motor Transportation Department (office section):

**COMMON CARRIERS:**

Granted .....	17
Dismissed .....	0
Denied .....	7
Withdrawn .....	1
Cancelled .....	23

**CONTRACT CARRIERS:**

Granted .....	4
Dismissed .....	1
Denied .....	2
Withdrawn .....	0
Cancelled .....	4

**LIMITED COMMON CARRIERS:**

Granted .....	13
Dismissed .....	0
Denied .....	4
Withdrawn .....	0
Cancelled .....	5

**PERMIT CARRIERS:**

Granted .....	3
Dismissed .....	0
Denied .....	1
Withdrawn .....	0
Cancelled .....	3

**CERTIFICATES AND PERMITS IN EFFECT**

Common Carriers .....	65
Contract Carriers .....	39
Limited Common Carriers .....	192
Certificate of Registration (non-reciprocal) .....	60
Certificate of Registration (reciprocal) .....	517
Permit Carriers .....	24
For Hire and Master Permits (taxicabs) .....	619

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## **Motor Transportation Orders**

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**ORDER NO. 2481**

Dated January 3, 1951 transferred Certificate No. 297 from R. J. Walters, dba Miami Beach Air Line Coaches, to Air Line Coach Service, Miami Beach, Inc.

**ORDER NO. 2482**

Dated January 3, 1951 extended Certificate No. 28 to authorize the transportation of passengers, baggage of passengers and light express in common carriage between Fort Myers, Florida, and the junction of State Highways 82 and 29, over State Highway 82.

**ORDER NO. 2483**

Dated January 3, 1951 approved transfer of Certificate No. 273 from Ft. George Transit, Inc., to Wayne F. McJunkin, dba McJunkin Truck and Bus Line.

**ORDER NO. 2484**

Dated January 4, 1951 transferred Certificate No. 11 from Green Brothers Transfer to Joe R. Stewart, dba Stewart Bonded Warehouse.

**ORDER NO. 2485**

Dated January 8, 1951 denied application of Jack's Cookie Company, Tampa, Florida, for certificate to operate as private contract carrier under contract with Weathermaster, Inc., of Miami, Florida, to transport aluminum jalousies, from point to point in Florida.

**ORDER NO. 2486**

Dated January 11, 1951 denied application of Fort Myers Transit Lines, Inc., for an extension of Certificate No. 253, and granted an increase in fares.

**ORDER NO. 2487**

Dated January 22, 1951 transferred Certificate No. 325 to Coast Cities Coaches and issued Certificate 277 in the name of Coast Cities Coaches, Inc., authorizing bus operations from the Dade-Broward county line to Gulfstream Park and return.

**ORDER NO. 2488**

Dated January 22, 1951 transferred Certificate No. L-75 from A. F. Rich, dba A. F. Rich and Company to A. F. Rich Company.

**ORDER NO. 2489**

Dated January 24, 1951 issued to Robert J. Meachen and Sarah E. Meachen, dba Bob's Transfer Company, Certificate 367 authorizing the transportation of uncrated household goods, office furniture and fixtures from and to any point and place within a radius of 28½ air line miles of the City Hall of Leesburg, Florida.

**ORDER NO. 2490**

Dated January 24, 1951 issued to William Haynes Crapps Certificate No. 366 authorizing the transportation of freight limited to sand, gravel, creosoted timber, creosoted timber products, lumber, timber products,



building materials and supplies, bricks, building blocks and fertilizer to and from points and places within a radius of 20 miles of Century, Florida, to and from any and all points and places in the State of Florida lying west of the Apalachicola River over State Roads Nos. 95, 30, 75, 20, 10, 4, and 87, and any and all combinations of said roads.

**ORDER NO. 2491**

Dated January 24, 1951 extended Certificate 347 of Miami Transit Company.

**ORDER NO. 2492**

Dated January 24, 1951 amended application of Tamiami Trail Tours, Inc., for extension of Certificate No. 59.

**ORDER NO. 2493**

Dated January 24, 1951 issued Neighborhood Coach Line, Inc., Certificate No. 368 authorizing transportation in common carriage of passengers, their baggage and light express over certain routes lying outside of the City of Tampa, Florida, and approved amendment of rates.

**ORDER NO. 2494**

Dated January 25, 1951 revised and adopted rules and regulations governing the transportation of persons for compensation over public highways in the State of Florida by taxicabs under jurisdiction of the *Florida Railroad and Public Utilities Commission*.

**ORDER NO. 2495**

Dated January 29, 1951 extended Certificate No. L-18 of Redwing Carriers, Inc., to include authority to transport creosote in bulk in tank trucks over irregular routes from any and all points in the State of Florida except points lying on or west of the eastern boundary of Jefferson County and points lying within the counties of Indian River, Okeechobee, Glades, Hendry, Collier, St. Lucie, Martin, Palm Beach, Broward, Dale and Monroe, on the one hand, to all points in the State of Florida on the other hand.

**ORDER NO. 2496**

Dated February 5, 1951 denied application of Yellow Cab Company of St. Petersburg, Inc., certificate to operate auto transportation company as carrier of air line passengers and small air cargo in limousines from St. Petersburg, Gulfport, Gulf Beaches, from Pass-a-Grille to Indian Rocks, Clearwater, Largo, Belleair, Safety Harbor and Dunedin to Pinnellas Airport and return over the most direct available routes, picking up and delivering passengers at their homes, hotels and air line ticket offices.

**ORDER NO. 2497**

Dated February 5, 1951 issued Rite-Rate Cab Company, Inc., Certificate No. 369 authorizing operation of auto transportation company as carrier of passengers for sightseeing purposes over certain routes in and around St. Petersburg, Florida.

**ORDER NO. 2498**

Dated February 5, 1951 denied motion of Yellow Taxicab and Transfer Company, Tampa, Florida, to amend order No. 2302 and Certificate No. 339 issued in accordance with said Order.

**ORDER NO. 2499**

Dated February 5, 1951 denied application of Herman A. Lake for a permit to operate an auto transportation company for hire.

**ORDER NO. 2500**

Dated February 5, 1951 denied application of Tampa Cab Company, Inc., for a certificate to operate an auto transportation company as a common carrier of passengers in limousines.

**ORDER NO. 2501**

Dated February 6, 1951 granted application of Jacksonville Coach Company for certificate.

**ORDER NO. 2502**

Dated February 12, 1951 granted application of Apalachicola Northern Railroad Company for a certificate as a common carrier auto transportation company authorizing the transportation of express only between Port St. Joe, Florida, and Chattahoochee, Florida.

**ORDER NO. 2503**

Dated February 21, 1951 transferred Certificate No. L-54 from Gordon K. Hemby to Earl W. Dail, which certificate authorizes the transportation of uncrated household goods and uncrated office and store furniture, fixtures and stock, as defined by Rule 7 of the rules and regulations of the Florida Railroad and Public Utilities Commission governing motor transportation, between all points in the State of Florida over irregular routes.

**ORDER NO. 2504**

Dated March 2, 1951 approved terminal location at 1627 Collins Avenue, Miami Beach, Florida for L. L. Adams, Jr., dba Red Adams Sightseeing Tours.

**ORDER NO. 2505**

Dated March 5, 1951 approved transfer of Certificate No. 269 from Lucian Urbanski to the City of Melbourne.

**ORDER NO. 2506**

Dated March 8, 1951 granted application of L. W. Holstun & Son for extension of Certificate No. 121 authorizing transportation of goods, wares and merchandise in private contract carriage from Jacksonville to Perry, Apalachicola, Port St. Joe, Panama City, and Chipley, Florida, and return, under contract with The Great Atlantic & Pacific Tea Company, with the privilege of hauling on return empty containers and such other goods, wares, merchandise and/or store fixtures as may be designated by The Great Atlantic & Pacific Tea Company.

**ORDER NO. 2507**

Dated March 19, 1951 extended Certificate No. 11 of M. R. & R. Trucking Company authorizing the transportation of general commodities in common carriage between Greenville and Marianna, Florida, over U.S. Highway 90 serving all points and places thereon, with Aucilla and Greensboro, Florida, as off-route points; operating authority to traverse Florida State Roads 267, 65, 12, 270 and 269, between Florida State Roads 10 and 20; and Tallahassee and Quincy, Florida, over Florida State Roads 63, 12 and 10, serving all points and places thereon, including Tallahassee and Quincy.

**ORDER NO. 2508**

Dated March 19, 1951 granted application of Red Top Sedan Service, Inc., for certificate to operate an auto transportation company as a common carrier of passengers and hand luggage between Miami Beach and the Miami International Airport.

**ORDER NO. 2509**

Dated March 19, 1951 denied application of Miami Beach Air Transport, Inc., for a certificate to operate an auto transportation company as a common carrier of passengers between Miami Beach and the Miami International Airport.

**ORDER NO. 2510**

Dated March 20, 1951 denied application of A.A.A. Transportation Co., Inc., for a certificate authorizing the transportation in common carriage of passengers, their baggage and light express between Cocoa, Canaveral Harbor and the Banana River Military Base and also cancelled temporary authority heretofore granted to applicant.

**ORDER NO. 2511**

Dated March 20, 1951 denied application of Coastal Stages, Inc., for an extension of Certificate No. 216 authorizing the transportation of passengers and their baggage, newspapers, express and mail over certain described routes.

**ORDER NO. 2512**

Dated March 20, 1951 denied application of Capital Motor Lines for extension of Certificate No. 246 authorizing the transportation of passengers, express, mail and newspapers over certain described routes.

**ORDER NO. 2513**

Dated March 20, 1951 denied application of A. F. Rich Company for extension of Certificate No. L-75 authorizing transportation of structural steel and other heavy, bulky materials and equipment throughout the State of Florida over irregular routes.

**ORDER NO. 2514**

Dated March 20, 1951 granted application of Southern Truck Lines, extension of Certificate No. 279 authorizing the transportation of milk, cream, condensed milk, Delshire cream and cottage cheese, in cans and

containers, in private contract carriage from Jacksonville to Lake City, Live Oak and Tallahassee, Florida, and empty containers on return, under contract with The Borden Company for a period of five years.

**ORDER NO. 2515**

Dated March 20, 1951 issued Certificate No. 371 to Buddy Jasper Pearson and Mrs. Tom Pearson, Tallahassee, Florida, authorizing the operation of an auto transportation company as a private contract carrier of concrete pipe under contract with Sherman Concrete Pipe Company over irregular routes from Tallahassee to points within a radius of 175 miles of Tallahassee and between the plants of Sherman Concrete Pipe Company located at Tallahassee, Sanford, Jacksonville and Tampa but will expire five years from date hereof.

**ORDER NO. 2516**

Dated March 20, 1951 issued Certificate No. 365 to Milton E. Cooper and R. H. Cooper authorizing operation of auto transportation company for hire in the transportation of certain heavy articles, machinery and equipment.

**ORDER NO. 2517**

Dated March 19, 1951 approved application of Green Cab & Baggage Company for Master Permit authorizing operation of taxi cabs from Miami International Airport.

**ORDER NO. 2518**

Dated March 19, 1951 approved application of Red Top Sedan Service, Inc., for Master Permit authorizing operation of taxi cabs from Miami International Airport.

**ORDER NO. 2519**

Dated March 19, 1951 approved application of Red Top Cab and Baggage Company, for Master Permit authorizing operation of taxi cabs from Miami International Airport.

**ORDER NO. 2520**

Dated March 19, 1951 approved application of Airline Coach Service, Miami Beach, Inc., for authority to operate taxi cabs from Miami International Airport to Miami Beach, but will expire on June 30, 1951.

**ORDER NO. 2521**

Dated March 19, 1951 approved application of Yellow Cab Company of St. Petersburg, Inc., for Master Permit authorizing operation of taxi cabs from Pinellas International Airport.

**ORDER NO. 2522**

Dated March 19, 1951 approved application of Yellow Taxi Cab and Transfer Company for Master Permit authorizing operation of taxi cabs from Tampa International Airport.

**ORDER NO. 2523**

Dated March 21, 1951 approved application of Miami Transit Company to qualify as a self-insurer.



**ORDER NO. 2524**

Dated March 27, 1951 cancelled Certificate No. 265 of T. N. Russ dba Russ Truck Lines, Winter Park, Florida.

**ORDER NO. 2525**

Dated March 27, 1951 cancelled Certificate No. L-10 of C. W. Horton, Port St. Joe, Florida.

**ORDER NO. 2526**

Dated March 27, 1951 cancelled Certificate No. 334 of Tri-City Transit Lines, Inc., Volusia County, Florida.

**ORDER NO. 2527**

Dated March 27, 1951 cancelled Certificate No. L-109 of Sanford C. Garrison, New Port Richey, Florida.

**ORDER NO. 2528**

Dated March 27, 1951 cancelled Certificate No. L-142 of Helen J. Kane and Samuel H. Kane, Dania, Florida.

**ORDER NO. 2529**

Dated March 28, 1951 revoked Order No. 2187 granting temporary suspension to J. E. Galloway.

**ORDER NO. 2530**

Dated March 28, 1951 approved transfer of Certificate No. L-121 from J. H. Shipe Trucking Corporation to James W. Gray.

**ORDER NO. 2531**

Dated March 29, 1951 cancelled Certificate No. 243 of Royce W. Smith of Pinellas Park, Florida.

**ORDER NO. 2532**

Dated March 30, 1951 amended Order No. 2529 relating to Certificate No. 319 of J. E. Galloway of Chattahoochee, Florida.

**ORDER NO. 2533**

Dated April 4, 1951 amended and modified Order No. 2502 granting Certificate as auto transportation company to Apalachicola Northern Railroad Company.

**ORDER NO. 2534**

Dated April 5, 1951 cancelled Certificate No. 331 of Sunrise Transit, Inc., Fort Pierce, Florida.

**ORDER NO. 2535**

Dated April 6, 1951 issued to South Dade Coaches, Inc., Certificate No. 372 authorizing the operation of an auto transportation company as a common carrier of passengers.

**ORDER NO. 2536**

Dated April 6, 1951 issued to Gainesville Bonded Warehouse, Inc., Certificate No. 373 authorizing the operation of an auto transportation



company in the common carriage of household goods and furniture from, to and between any and all points in the State of Florida.

**ORDER NO. 2537**

Dated April 6, 1951 cancelled authority of McKissack Coach Line, Inc., of Carrabelle, Florida, to temporarily suspend operations, and required resumption of operations.

**ORDER NO. 2538**

Dated April 9, 1951 approved transfer of Certificate No. 279 from John Marshall, John Permenter and Irvin B. Green, dba Southern Truck Lines, to John Marshall and E. E. McNeal, dba Southern Truck Lines.

**ORDER NO. 2539**

Dated April 9, 1951 approved transfer of Certificates Nos. L-67 and L-68 from Fort Lauderdale Travel Service, Inc., to Edward L. Browne, dba Fort Lauderdale Travel Service.

**ORDER NO. 2540**

Dated April 9, 1951 approved transfer of Certificate No. 190 from E. S. Smith to J. J. Kelly.

**ORDER NO. 2541**

Dated April 9, 1951 denied application of Edward Dreitzer, Jack Gallant and Saul Meringoff, dba Ace Parcel Delivery Service, for a Certificate.

**ORDER NO. 2542**

Dated April 9, 1951 revoked Certificate No. 313 of E. T. Griffith and M. P. Griffith, dba Milton Coach Line, Milton, Florida.

**ORDER NO. 2543**

Dated April 12, 1951 transferred Certificate No. 279 from John Marshall, John Permenter and Irvin B. Green, dba Southern Truck Lines, to John Marshall and E. E. McNeal, dba Southern Truck Lines.

**ORDER NO. 2544**

Dated April 13, 1951 clarified Order No. 2543.

**ORDER NO. 2545**

Dated April 17, 1951 denied petition for rehearing on the application of M. R. & R. Trucking Company, for extension of Certificate No. 11 authorizing transportation of general commodities in common carriage between certain points in the State of Florida.

**ORDER NO. 2546**

Dated April 17, 1951 denied petition for rehearing on application of L. W. Holstun and Paul E. Holstun, dba L. W. Holstun & Son, for extension of Contract Carrier Certificate No. 121.

**ORDER NO. 2547**

Dated April 17, 1951 approved application of Sun Cab Company for Master Permit to operate taxicabs from Pinellas International Airport.

**ORDER NO. 2548**

Dated April 19, 1951 denied petition for rehearing on the amended application of State Oil Company for Certificate to operate an auto transportation company as a limited common carrier of pine oil, tall oil and its by-products over irregular routes to and from all points in the State of Florida.

**ORDER NO. 2549**

Dated April 19, 1951 denied petition for rehearing on amended application of Petroleum Carrier Corporation for extension of its Certificate No. 15.

**ORDER NO. 2550**

Dated April 19, 1951 amended application of Yellow Taxicab and Transfer Company, Tampa, Florida, for Certificate to operate an auto transportation company as a common carrier of passengers and their baggage between Pinellas Airport and all points in Hillsborough County except Drew Field.

**ORDER NO. 2551**

Dated April 19, 1951 denied application of Stanley Tours, Inc., for authority to establish and operate a terminal at 1627 Collins Avenue, Miami Beach, Florida, in connection with the operation of sightseeing tours by the applicant and the operation of buses to and from race tracks and the jai-alai fronton.

**ORDER NO. 2552**

Dated April 23, 1951 transferred Certificate No. L-121 from J. H. Shipe Trucking Corporation to James W. Gray, Winter Haven, Florida.

**ORDER NO. 2553**

Dated April 27, 1951 approved transfer from Davil John Curran, Jr. dba Curran Truck Line joined by Frances Beatrice Curran to J. J. Kelly of portion of Contract Carrier Certificate No. 193 and for approval of the transfer of another portion of said certificate No. 193 from David John Curran, Jr., to L. W. Holstun and Paul E. Holstun dba L. W. Holstun and Son.

**ORDER NO. 2554**

Dated April 30, 1951 revoked Certificate No. 250 of Lake City Transportation Company, Inc., Lake City, Florida.

**ORDER NO. 2555**

Dated May 1, 1951 transferred Certificate No. L-124 from W. Fred Sterchi dba Sterchi Moving and Storage Company to Murray Lou Andrews Sterchi dba Sterchi Moving and Storage Company.

**ORDER NO. 2556**

Dated May 3, 1951 granted application of Central Truck Lines, Inc., for extension of its certificate of public convenience and necessity No. 56 to authorize the transportation of freight in common carriage over certain routes.

**ORDER NO. 2557**

Dated May 4, 1951 issued Certificate No. 374 to Earl Bryson, dba Earl Bryson Company, authorizing the operation of an auto transportation company as a common carrier in the moving of houses, buildings and structures, complete or in sections, between all points in Duval County, Florida, and also denied application for a for hire permit.

**ORDER NO. 2558**

Dated May 4, 1951 amended petition for transfer of Certificate No. L-121 from J. H. Shipe Trucking Corporation to James W. Gray, Winter Haven, Florida, to show the owner as James W. Gray, dba Gray Truck Line, Winter Haven, Florida.

**ORDER NO. 2559**

Dated May 7, 1951 approved petition of transfer of Certificate No. L-121 from J. H. Shipe Trucking Corporation to James W. Gray, dba Gray Truck Line, Lake Alfred, Florida.

**ORDER NO. 2560**

Dated May 9, 1951 clarified application of Earl Bryson, dba Earl Bryson Company, for a Certificate to operate an auto transportation company as a common carrier in the moving of houses, buildings and structures, complete or in sections.

**ORDER NO. 2561**

Dated May 10, 1951 approved application of Tamiami Trail Tours, Inc., for Bus Time Table 51-1, portions of which Time Table propose change or discontinuance of certain bus schedules applicable to operations over all or portions of certain routes, except as to the discontinuance of the shuttle schedule between Jones Corner and Tampa.

**ORDER NO. 2562**

Dated May 11, 1951 amended petition of Florida Transportation Company for approval of establishment of a terminal at 1155 Collins Avenue, Miami Beach, Florida.

**ORDER NO. 2563**

Dated May 11, 1951 approved petition, as amended, of Salvadore (Dixie) Garcia, dba Dixie Sightseeing Tours, for the establishment of a sightseeing terminal at 6422 Collins Avenue, Miami Beach, Florida.

**ORDER NO. 2564**

Dated May 11, 1951 issued to Wankard Pooser, Marianna, Florida, Certificate No. 375 authorizing the operation of an auto transportation company in the common carriage of houses and heavy machinery which, because of its size and bulk, requires specialized equipment and handling, between all points and places in that portion of the State of Florida lying west of the eastern boundary of Jefferson County.

**ORDER NO. 2565**

Dated May 24, 1951 issued to C. E. Hardee, dba Plant City Welding and Tank Company, "For Hire" permit No. 928 authorizing the transportation of certain types of heavy equipment.

**ORDER NO. 2566**

Dated May 30, 1951 vacated and set aside Order No. 2318 and Order No. 2470, Certificate No. L-103 was deemed to authorize the originating of shipments only at Orlando, Florida, and also amended Certificate No. L-103.

**ORDER NO. 2567**

Dated May 31, 1951 transferred Certificate No. 273 from Fort George Transit, Inc., to Wayne F. McJunkin, dba McJunkin Truck and Bus Line.

**ORDER NO. 2568**

Dated May 31, 1951 Cancelled Certificate No. 290 of David C. Kite and Clyde J. Richardson, dba Kite and Richardson, Gainesville, Florida.

**ORDER NO. 2569**

Dated June 1, 1951 revoked Certificate No. 179 of Warehouse, Inc., Tampa, Florida.

**ORDER NO. 2570**

Dated June 1, 1951 denied application of Benton Brothers Film Express, Inc., for extension of its Limited Common Carrier Certificate No. L-126 authorizing transportation in motor vehicles of any accessories, supplies and commodities used or sold by theatres located along its routes, exclusive of seats, furniture and furnishings, over the same routes over which applicant now has authority to operate under said certificate and from, to and between all points, and serving all theatres along said routes.

**ORDER NO. 2571**

Dated June 7, 1951 approved transfer of Certificate No. 25 from O'Dare's Horse Pullman, Inc., to O'Dare's Horse Transport, Inc.

**ORDER NO. 2572**

Dated June 7, 1951 extended Certificate No. L-81 to South State Oil Company, Tallahassee, Florida, authorizing the common carriage of liquefied petroleum gas in bulk in tank trucks from Panama City, Florida, to all points and places in Florida west of the eastern boundary of Jefferson County over irregular routes.

**ORDER NO. 2573**

Dated June 7, 1951 cancelled Certificate No. 12 and For Hire Permit No. 430 of LeRoy Bowden, Perry, Florida.

**ORDER NO. 2574**

Dated June 7, 1951 cancelled Certificate No. L-138 of Irving Schwam, dba Atlantic Transfer Service, Miami, Florida.

**ORDER NO. 2575**

Dated June 12, 1951 extended Certificate No. 10 of Great Southern Trucking Company.

**ORDER NO. 2576**

Dated June 12, 1951 approved application of Florida Household



Goods Carriers' Bureau for certain adjustments in rates and charges for intrastate transportation of household goods, etc.

**ORDER NO. 2577**

Dated June 12, 1951 approved transfer of that portion of Certificate No. 15 which authorizes transportation of petroleum, petroleum products and petroleum by-products from points in Hillsborough County, Florida, to all points in Florida, from Petroleum Carrier Corporation to Petroleum Carrier Corporation of Tampa, Inc.

**ORDER NO. 2578**

Dated June 12, 1951 denied application, as amended, of Dan Fagen, dba Fagen Transfer and Storage, Stuart, Florida, for a permit to operate an auto transportation company for hire within the State of Florida.

**ORDER NO. 2579**

Dated June 12, 1951 granted Gulf Coast Motor Lines, Inc., an alternate route and also a ninety day suspension of regular route.

**ORDER NO. 2580**

Dated July 3, 1951 cancelled Common Carrier Certificate No. 259 of Georgia-Florida Coaches, Inc.

**ORDER NO. 2581**

Dated July 3, 1951 revoked Certificate No. 319 of J. E. Galloway, Chattahoochee, Florida.

**ORDER NO. 2582**

Dated July 6, 1951 approved application of Air Field Bus Lines, Inc., for authority to adjust its fares for the transportation of passengers over its bus routes between Tampa and Port Tampa, MacDill Field and Drew Field, Florida.

**ORDER NO. 2583**

Dated July 10, 1951 denied petition of Benton Brothers Film Express Inc. for a rehearing and reopening for the taking of further testimony on its application for an extension of its Limited Common Carrier Certificate No. 126 and Order No. 2570 was reaffirmed.

**ORDER NO. 2584**

Dated July 10, 1951 denied application of Florida Tank Lines, Inc., for Certificate to operate an auto transportation company in the common carriage of freight, to-wit: petroleum products in packages and containers from Port Everglades, Miami and West Palm Beach and to points within fifteen miles of each to all points in Florida and empty containers and rejected shipments on return, all over irregular routes.

**ORDER NO. 2585**

Dated July 10, 1951 approved transfer of Certificate No. L-100 from J. F. Squier to Wendell P. Ogle and Robert J. Campbell, dba Sun Cab Company.



**ORDER NO. 2586**

Dated July 10, 1951 approved transfer of Limited Common Carrier Certificate No. 213 from Charles V. Kinard and Mary Nell Kinard, dba American Transfer Company, to American Transfer Company, Inc.

**ORDER NO. 2587**

Dated July 10, 1951 extended Certificate No. L-114 of T. L. Hudkins, LaBelle, Florida, to authorize the common carriage of heavy machinery such as draglines, bulldozers, etc., between points and places within Hendry, Collier, Lee, Glades, Highlands and DeSoto Counties, Florida.

**ORDER NO. 2588**

Dated July 11, 1951 granted Certificate No. 376 to Raymond Franklyn to operate an auto transportation company as a common carrier engaged in moving house trailers from, to and between all points and places in the State of Florida.

**ORDER NO. 2589**

Dated July 13, 1951 transferred Limited Common Carrier Certificate No. 213 from Charles V. Kinard and Mary Nell Kinard, dba American Transfer Company, to American Transfer Company, Inc.

**ORDER NO. 2590**

Dated July 23, 1951 issued Certificate No. 377 to W. W. Lancaster authorizing operation of an auto transportation company as a common carrier of heavy commodities which due to their size, weight, length and height require specialized handling and equipment, between points and places in Volusia, Flagler and Brevard Counties and between points and places in said counties and points and places in the State of Florida.

**ORDER NO. 2591**

Dated July 27, 1951 transferred portion of Certificate No. 15 from Petroleum Carrier Corporation to Petroleum Carrier Corporation of Tampa, Inc.

**ORDER NO. 2592—skipped****ORDER NO. 2593**

Dated August 13, 1951 revoked Certificate No. 307 of McKissack Coach Line, Inc., Carrabelle, Florida.

**ORDER NO. 2594**

Dated August 29, 1951 transferred Certificate No. L-100 from J. F. Squier to Wendell P. Ogle and Robert J. Campbell, dba Sun Cab Company.

**ORDER NO. 2595**

Dated August 29, 1951 amended Master Permit No. 201-TC of Yellow Cab Company of St. Petersburg, Inc., authorizing the operation of taxi cabs from Pinellas International Airport.

**ORDER NO. 2596**

Dated August 29, 1951 cancelled For Hire Permit No. 922 of Herman A. Lake, 2408 Stuart Street, Tampa, Florida.

**ORDER NO. 2597**

Dated September 5, 1951 dismissed application of Boyette's Dairy, Inc., for Certificate to operate an auto transportation company as a private contract carrier of freight over State Road No. 276 from Marianna to intersection of U. S. Highway No. 231 to Panama City, thence over U. S. Highway No. 98 to Tyndall Field, Florida, under contract with the United States Army.

**ORDER NO. 2598**

Dated September 5, 1951 extended Certificate No. 10 of Great Southern Trucking Company to authorize the common carriage of freight.

**ORDER NO. 2599**

Dated September 5, 1951 granted extension of Certificate No. 56 of Central Truck Lines, Inc.

**ORDER NO. 2600**

Dated September 5, 1951 granted extension of Certificate No. 10 of Great Southern Trucking Company.

**ORDER NO. 2601**

Dated September 5, 1951 cancelled temporary authority granted to Eugene Moor Davis and also issued Certificate No. 380 authorizing the operation of an auto transportation company in the common carriage of houses and other buildings over irregular routes in the Counties of Jefferson, Leon, Wakulla, Gadsden, Liberty and Franklin.

**ORDER NO. 2602**

Dated September 6, 1951 denied application of Dean T. Thomas for Certificate to operate an auto transportation company as a common carrier of "heavy commodities with tractors, bulldozers and draglines" from points and places in Manatee County, Florida, to points and places in Florida lying beyond the boundaries of said Manatee County.

**ORDER NO. 2603**

Dated September 6, 1951 denied application of Harry Reginald Bryan for a Contract Carrier Certificate.

**ORDER NO. 2604**

Dated September 7, 1951 cancelled and reissued Certificate No. 135 to W. A. Dickinson Transfer Company, authorizing the common carriage between points and places in the state of Florida of heavy (non-liquid) commodities, which due to their size, weight or bulk require specialized handling in specialized motor equipment.

**ORDER NO. 2605**

Dated September 7, 1951 amended application of Tamiami Trail Tours, Inc., for extension of Certificate No. 59.

**ORDER NO. 2606**

Dated September 7, 1951 revoked Certificate No. L-104 of Clayton G. Strickland, Starke, Florida.

**ORDER NO. 2607**

Dated September 11, 1951 cancelled Certificate No. 15 of Five Transportation Company, Brunswick, Georgia.

**ORDER NO. 2608**

Dated September 14, 1951 granted application of Alex Axman for a certificate to operate an auto transportation company as a common carrier of passengers between Tyndall Field and Indian Bluff Resort, on Bear Creek, via Panama City, Florida.

**ORDER NO. 2609**

Dated September 14, 1951 granted application of Pass-A-Grille Beach Bus Lines for authority to temporarily suspend operations for a period of one year over that section of its route beginning at Parsley Trailer Park in Redington Beach and ending at the old wooden bridge in Indian Rocks Beach.

**ORDER NO. 2610**

Dated September 14, 1951 granted application of Tamiami Trail Tours, Inc., for extension of its Certificate No. 59 so as to authorize the transportation of freight in common carriage between Bunnell and Flagler Beach, Florida, over State Highway No. 11, in order to serve, among other places, the proposed plant of the Lehigh Cement Corporation.

**ORDER NO. 2611**

Dated September 14, 1951 revoked Certificate No. 320 of Dallas Lee and Bertha Lee, Pensacola, Florida.

**ORDER NO. 2612**

Dated September 25, 1951 vacated and set aside application of Harry Reginald Bryan for a contract carrier certificate.

**ORDER NO. 2613**

Dated September 28, 1951 clarified Permit No. 125 of Caldwell Bonded Warehouse, Inc., Frank C. Caldwell, Inc., and Caldwell Bonded Warehouses, Inc., converted permit into a certificate, and changed the name of Caldwell, Bonded Warehouse, Inc., to Frank C. Caldwell, Inc., and approved transfer of operating authority from Frank C. Caldwell, Inc., to Caldwell Bonded Warehouses, Inc.

**ORDER NO. 2614**

Dated October 12, 1951 approved application of Hollywood Bus Lines, Inc., for tariff of fares and charges for the transportation of passengers.

**ORDER NO. 2615**

Dated October 15, 1951 approved application of Common Carrier Bus Lines for increases in rates and tariffs applicable to the intrastate transportation of passengers in motor buses.

**ORDER NO. 2616**

Dated October 31, 1951 approved joint petition of Davis Tours Sightseeing, dba Davis Sightseeing Tours, Salvador (Dixie) Garcia, dba Dixie

Sightseeing Tours, L. L. Adams, Jr., dba Red Adams Bus Lines, and of Wyly's Sportsman, Inc., for approval of tariff for sightseeing tours.

**ORDER NO. 2617**

Dated October 31, 1951 extended Certificate 10 of Great Southern Trucking Company to authorize the common carriage of freight over Florida Highway No. 60 (Davis Causeway) between Tampa and Clearwater, Florida; also over Florida Highway No. 50 between Orlando and Indian River City, Florida, both operations with closed doors, for operating convenience only, serving no intermediate points.

**ORDER NO. 2618**

Dated November 1, 1951 transferred Certificate 382 from Frank C. Caldwell, Inc., to Caldwell Bonded Warehouses, Inc.

**ORDER NO. 2619**

Dated November 14, 1951 issued Certificate No. 384 to E. D. Miller and Richard E. Beck, dba Miller Travel Tours, authorizing the transportation of passengers on sightseeing places in the State of Florida and return.

**ORDER NO. 2620**

Dated November 14, 1951 issued Certificate No. 383 to Arthur N. Lloyd authorizing the transportation by motor vehicle of freight of any kind and character from the Florida East Coast Railway Company's tracks in Brevard County to the Joint Long Range Proving Grounds and Launching Site, and heavy machinery that requires special equipment and cannot be handled on regular trucks to, from and between all points and places in Brevard County.

**ORDER NO. 2621**

Dated November 14, 1951 approved transfer of Certificate No. 363 from Ossie Coats to Ossie Coats Charter Buses, Inc.

**ORDER NO. 2622**

Dated November 14, 1951 denied application of Joseph Stellingwerf for a Certificate to operate an auto transportation company as a limited common carrier of household goods and store stocks and fixtures to and from all points in Florida.

**ORDER NO. 2623**

Dated November 14, 1951 denied application of Woodall's Inc. for a certificate to operate an auto transportation company as a common carrier of asphalt, cut back asphalt, emulsified asphalt, and other types of asphalt and asphalt products in liquid or semi-solid form from, to, and between all points and places in the State of Florida.

**ORDER NO. 2624**

Dated November 14, 1951 granted application of Airline Coach Service, Miami Beach, Inc., for deletion of the following restriction from its Certificate No. 297: "No pickups may be made at any point in either of said



cities or towns, except upon the specific request of one of the airlines aforesaid."

**ORDER NO. 2625**

Dated November 14, 1951 granted application of Arthur R. Bradshaw for an extension of Certificate No. L-76 so as to authorize the transportation of passengers from all points intermediate between Orlando and Winter Park, on the one hand, and the Volusia County Kennel Club, on the other hand, to said Volusia County Kennel Club and return over U.S. Highway No. 92, State Highway No. 600, during the racing season; and reissued Certificate No. L-76 to incorporate the authority herein granted.

**ORDER NO. 2626**

Dated November 14, 1951 granted application of Orlando Transit Co. for extension of its Certificate No. 209 so as to authorize the transportation of passengers in common carriage over State Roads Nos. 527 and 72 from Orlando, Florida, through Pine Castle, and to Pine Castle Air Base and return; State Roads Nos. 15, 165 and 28 from Orlando through settlement known as Conway and to Pine Castle Air Base and return; also State Roads Nos. 500 (U.S. 92), 426, 527 and 72 from Orlando, Florida, through Pine Castle and to the Pine Castle Air Base and return.

**ORDER NO. 2627**

Dated November 14, 1951 transferred Certificate No. 26 of The Greyhound Corporation authorizing the transportation in common carriage by motor bus of passengers, baggage, light express, mail and newspapers over the routes and highways and between various points and places in Florida together with any other or additional operating rights heretofore granted the Assignor or its predecessors.

**ORDER NO. 2628**

Dated November 14, 1951 approved transfer of Certificate No. 361 from A.A.A. Transportation Company to Orlando Transit Company.

**ORDER NO. 2629**

Dated November 14, 1951 extended Certificate No. 353 held by Sidney Alterman, dba Alterman's Transport Lines, authorizing the transportation in motor vehicle in common carriage over irregular routes and on irregular schedules of certain specified items.

**ORDER NO. 2630**

Dated November 14, 1951 consolidated all operating rights of The Alaga Coach Line, Inc., in Certificate No. 211.

**ORDER NO. 2631**

Dated November 14, 1951 approved joint petition for the transfer of Certificate No. L-135 from C. Vierhout to John S. Deal, which certificate authorizes the transportation of houses on special motor vehicle house-moving equipment between points and places in Lee, Sarasota and Charlotte Counties, Florida.



**ORDER NO. 2632**

Dated November 9, 1951 issued Certificate No. 385 to Red Top Sedan Service, Inc., authorizing transportation as a contract carrier of airline passengers in Dade County, Florida.

**ORDER NO. 2633**

Dated November 14, 1951 cancelled portion of Certificate No. 28 of Tamiami Trail Tours, Inc., which authorizes the common carriage of passengers, baggage and light express between Tallahassee, Florida, and the Georgia-Florida State Line over U.S. Highway 319.

**ORDER NO. 2634**

Dated November 14, 1951 extended Certificate No. 121 of L. W. Holstun and Paul E. Holstun, dba L. W. Holstun & Son for a period of five years from November 1, 1951.

**ORDER NO. 2635**

Dated November 16, 1951 clarified Certificate No. L-18 for Redwing Carriers, Inc.

**ORDER NO. 2636**

Dated November 28, 1951 set forth proposed rules and regulations governing the transportation of passengers, baggage, newspapers and light express for compensation over public highways of the State of Florida by motor-propelled vehicles under the jurisdiction of the Florida Railroad and Public Utilities Commission.

**ORDER NO. 2637**

Dated November 19, 1951 granted application of Jack's Cookie Company of Tampa, Florida, for a certificate to operate as a private contract carrier under contract with Weathermaster, Inc., of Miami, Florida, to transport certain outside venetian blinds, or jalousies, from point to point in Florida.

**ORDER NO. 2638**

Dated November 29, 1951 corrective order transferring operating rights and assets of the Alaga Coach Line, Inc., to The Greyhound Corporation.

**ORDER NO. 2639**

Dated November 29, 1951 amended Certificate No. 350 so as to authorize Richmond Coach Company, Inc., to extend its route westward from its present terminal in Richmond Heights a distance of 1.1 miles and to provide transportation service from the main gate of Richmond Air Base over the entire route of said carrier.

**ORDER NO. 2640**

Dated November 29, 1951 issued Contract Carrier Certificate No. 386 to Harry Reginald Bryan of Bradenton, Florida authorizing the transportation of merchandise for Montgomery Ward retail and wholesale stores to and from its customers within a radius of twenty-five miles of Bradenton, excluding St. Petersburg, Florida.

**ORDER NO. 2641**

Dated November 29, 1951 granted application of Wyly's Sportsman, Inc., for authority to change its terminal location from the Southwest corner of 18th Street and Collins Avenue, Miami Beach, to #1 Lincoln Road Building, Miami Beach, Florida, for the pick-up and discharge of passengers in connection with operations under the applicant's Certificate No. L-50.

**ORDER NO. 2642**

Dated December 4, 1951 approved transfer of Certificate No. L-87 from Sightseeing Tours, Inc. to Southern Tours, Inc.

**ORDER NO. 2643**

Dated December 4, 1951 extended Certificate No. 88 of Suddath Moving & Storage Co., Inc., to authorize the transportation of household goods radially to and from a 25 mile radius of Cocoa and Key West, Florida.

**ORDER NO. 2644**

Dated December 4, 1951 denied application of Stan Stanley, dba Stanley Tours, Inc., for authority to establish an off-street terminal at 1800 Collins Avenue, Miami Beach, Florida, for the pick-up and discharge of passengers in connection with operations under the applicant's Certificate No. L-43.

**ORDER NO. 2645**

Dated December 18, 1951 approved transfer of that portion of Certificate No. 42 which authorized the transportation of passengers, baggage, mail, and express in common carriage from Wayne F. McJunkin, dba McJunkin Truck and Bus Line to McJunkin Bus Line, Inc., and that portion of Certificate No. 42 which authorizes the transportation of freight in common carriage from Wayne F. McJunkin, dba McJunkin Truck and Bus Line to McJunkin Freight, Inc.

**ORDER NO. 2646**

Dated December 21, 1951 dismissed citation against R. E. Eidsvold and R. H. Eidsvold, dba Dawn Transfer and Storage Company, St. Paul, Minnesota.

**ORDER NO. 2647**

Dated December 21, 1951 revoked Certificate No. 302 issued to Sam's Taxi & Baggage, Inc., of Coral Gables, Florida.

**ORDER NO. 2648**

Dated December 28, 1951 reissued Certificate No. 63 to Modern Coach Corporation, Albany, Georgia, and cancelled old Certificate 63 and Certificates 194, 214 and portions of Certificates Nos. 4, 138 and 308 held by said corporation. Clarified authority, and consolidated same.

**ORDER NO. 2649**

Dated December 28, 1951 approved joint petition of The Alaga Coach

Line, Inc., and The Greyhound Corporation to transfer rights to The Greyhound Corporation effective as of midnight, December 31, 1951, upon notice to the Commission that transfer has actually been consummated.

**ORDER NO. 2650**

Dated December 31, 1951 authorized that portion of Order No. 2341 be rescinded. Coast Cities Coaches, Inc., shall operate an express service over routes into and out of Miami from 7:00 A. M. to 10:00 A. M. and from 4:00 P. M. to 7:00 P. M. with not more than thirty minutes between schedules. All operations of Coast Cities Coaches, Inc., within the City Limits of Miami shall be with closed doors.

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## **The Commerce Department**

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The Commerce Department consists of a Director, Statistician, Accountant and a Secretary-Clerk. It is the responsibility of this Department to participate in all public hearings and conferences pertaining to rates, fares and charges and all conferences and hearings pertaining to financial matters of the various utilities under the jurisdiction of this Commission. The Department checks and analyzes annual reports of all utilities under the Commission. It is responsible for maintaining a record of all the expenditures of the Commission and for preparing the budget to be submitted to the Legislature for each bi-ennium. It prepares statistical data to be used by the Commission in cases before the Interstate Commerce Commission, the Federal Communications Commission and the Federal Power Commission and prepares and introduces the exhibits and testimony with respect to all intrastate fares and charges. It analyzes the testimony and participates in the cross examination of witnesses before the Commission and the Federal Commissions and makes recommendations to the Commission with respect to all cases in which it participates. Whenever field audits of utilities under the Commission are required this Department makes such audits.

### BIOGRAPHY OF FRED PETTIJOHN



Fred Pettijohn, Director of the Commerce Department and senior member of the Commission's staff, has been with the Commission for nearly twenty-five years.

Mr. Pettijohn was born in Minnesota in 1881, where he attended preparatory schools and Gustavus Adolphus College. He also studied accounting at Vanais Accounting Institute. His business career began in 1901 as an accountant for one of the Western Rail Lines. From 1908 until 1918, he was associated with the Mutual Audit Company of Louisville, Kentucky, a firm that specialized in work before state and federal regulatory agencies. While associated with this firm, he took an active part in the Minnesota Rate Case, the Lignite Coal Case, West Virginia Passenger Cases and the Minnesota Express Rate Case. All of these cases had nationwide significance.

Mr. Pettijohn became the Chief Cost Accountant for the United States Railroad Administration in 1909. He remained in this position until 1922 when he became Vice-President of the accounting firm of Roberts, Pettijohn and Wood, of Chicago, Illinois.

During the first world war, Mr. Pettijohn was employed by the office of the Secretary of War to assist the Director General in the operations of the railroads. Except for the War years, Mr. Pettijohn spent the greater portion of his time until 1925 representing shippers and other interested parties before various state and federal regulatory commissions.



Mr. Pettijohn joined the staff of this Commission in 1925 as an accountant. Shortly thereafter, he became the head of his department. As a member of the staff, Mr. Pettijohn has played a major role in all rate cases before this Commission and has repeatedly represented it successfully before Federal Commissions.

Mr. and Mrs. Pettijohn have made their home in Tallahassee since 1925. They have two children, a daughter Helen and a son Fred.

### REPORT OF COMMERCE DEPARTMENT

The activities of the Commerce Department during the year 1951 were in most respects those encountered in a normal year. As illustrative of the work done by the Commerce Department there are listed below the cases in which it appeared before the Interstate Commerce Commission and in which it took an active part in the cross examination of witnesses, the analysis of exhibits introduced and in the preparation of briefs and oral arguments in connection with the Legal Department.

#### **Docket 5500—Unloading Charges on Fruits and Vegetables at New York and Philadelphia.**

This case was instituted in June, 1947, by the rail carriers to establish unloading charges ranging from \$1.50 to \$2.00 a ton in addition to the line-haul rates.

Based upon the 1946-47 shipping season the increase in Florida's rates on fruits and vegetables was estimated to be approximately \$750,000 per annum.

The petition of the carriers was approved by the Interstate Commerce Commission with four dissenting opinions and upon application of interested parties the case was set down for rehearing and proposed report was issued suggested that the original decision in the case be reversed. After oral argument in the above proceeding and upon further consideration of the record the Interstate Commerce Commission found the record to be deficient with respect to certain important evidence and assigned the proceeding for further hearing.

The Commission then held a pre-hearing conference at New York City on November 8, 1950, for the purpose of discussing (1) the order in which the evidence upon further hearing was to be presented, (2) the exchange of exhibits and prepared statements prior to the hearing, and (3) date of further hearing.

Final hearing was held in Brooklyn, New York, on June 4 and 5, 1951. After the close of the hearing the Commerce Department cooperated with the Growers and Shippers League of Florida in the preparation of the brief in this proceeding and conferred with the Attorney for the League with respect to the oral argument to be made by him on behalf of the Citrus Commission, Growers

and Shippers League of Florida, the Florida Express Fruit Shippers Association and the Florida Railroad and Public Utilities Commission.

The Interstate Commerce Commission has not as yet rendered a final decision in this proceeding, but the report of the Examiner in charge of the proceeding was favorable to the position of the Florida interests.

**Ex Parte 175—Increased Freight Rates, 1951.**

In this proceeding the railroads filed a petition with the Interstate Commerce Commission asking authority to increase all freight rates and charges 15% with certain exceptions, said exceptions in most instances being a fixed increase in cents per hundred pounds or per ton, or 15% increase with a maximum per one hundred pounds.

This Department assisted the Attorney for the Citrus Commission and the Growers and Shippers League in the analysis of the exhibits and cross examination of carriers' witnesses.

The Interstate Commerce Commission granted an increase within Eastern territory of 9%, within Southern and Western territory of 6%, and interterritorially between all territories 6%. No increase was authorized in the charges for protective service and in certain other freight rates and charges. The increases granted are to expire February 28, 1953, unless sooner modified or terminated.

**Ex Parte 177—Increased Express Rates and Charges, 1951.**

The Railway Express Agency, Inc., filed a petition with the Interstate Commerce Commission seeking authority to increase and revise its express rates and charges and classification provisions, said increases ranging from 2.8% to 26.9%. In a supplemental petition the Agency sought authority to increase on one day's notice all charges on express matter by 25c per shipment except on carload shipments, corpses, milk, cream and daily newspapers. The proposal to add a surcharge of 25c per shipment was to offset in part increased costs due to increase in payroll costs inclusive of railroad retirement and unemployment insurance taxes, estimated to amount to \$20,154,550 per annum, which increases were the result of an agreement entered into March 2, 1911, retroactive to February 1, 1951, between the Express Company and 90% of its employees. Under the escalator or cost of living clause in that agreement adjustments in wages are to be made quarterly subject to the proviso that the wage rates which became effective February 1, 1951, will not be reduced during the life of the agreement, which it is presently indicated will remain in effect until October 1, 1953.

The Commerce Department cooperated in this proceeding with the Counsel for the Florida Citrus Commission and the Growers and Shippers League of Florida in the analysis of the petitioner's exhibits, the cross examination of its witnesses and the preparation of briefs.

The Interstate Commerce Commission on December 23, 1951, found as follows:

- "1. That the interim increase of 20 cents per shipment authorized by us in this proceeding should be cancelled simultaneously with the effective date of the rates and charges herein found just and reasonable.
2. That the following increases applied to the present rates and charges, exclusive of the interim increase referred to in the next preceding paragraph, have been justified and that the increased rates and charges will be just and reasonable:
  - (a) All first-class rates and charges under 100 pounds graduated in 1-pound units: Increase by 30 cents per shipment; 100 pounds and over: Increase by 30 cents per 100 pounds; and all multiples of first-class rates and charges: Increase proportionately, minimum charge \$1.50 per shipment.
  - (b) All second-class rates and charges: Increase to 75 percent of the contemporaneous first-class rates and charges, minimum charge \$1.50 per shipment.
  - (c) Cancel first-class pound rates and apply first-class rates as increased in (a) above, minimum charge \$1.50 per shipment.
  - (d) All commodity rates and charges: On articles of food and drink, under 100 pounds: Increase by 22.5 cents per shipment; 100 pounds and over: Increase by 22.5 cents per 100 pounds, minimum charge \$1.50 per shipment. On articles other than food and drink, except on daily newspapers, corpses, and milk, cream, and related articles subject to milk and cream rates, under 100 pounds: Increase by 30 cents per shipment; 100 pounds and over: Increase by 30 cents per 100 pounds, minimum charge \$1.50 per shipment.
  - (e) All third-class rates and charges: Increase from 1.75 cents for each 2 ounces or fraction thereof, to 1 cent per ounce, minimum charge \$1.50 per shipment.
  - (f) Valuation charges of 11 cents: Increase to 15 cents; other valuation charges: Increase by 25 percent.
  - (g) Specific charges stated in cents per container published on returned empty containers: Increase by 25 percent.

Empty containers subject to charges based on first or second-class rates: Increase on basis of the increased first or second-class rates: Increase on basis of the increased first or second-class rates, minimum charge \$1.50 per shipment.

- (h) All c.o.d. service charges: Increase by 25 percent.
- (i) All money classification rates and charges: Increase by 25 percent, except where the charges are determined by use of first-class rates, increase as provided in (a) above, minimum charge \$1.50 per shipment.
- (j) Minimum charge of \$2 and over: Increase by 25 percent.
- (k) Carload shipments subject to first or second-class rates: Increase as provided in (a) or (b) above.
- (l) All local and joint international rates and charges between points in the United States and Canada: Increase to same extent as authorized for application within the United States.

Sufficient justification has not been offered to warrant approval of a proposed scale of first and second-class charges in multiples of 5 pounds on shipments under 100 pounds, in lieu of the present method of publication in 1-pound gradations.

Petitioner is authorized to establish and maintain rates and charges constructed on the bases herein found just and reasonable to become effective not later than December 15, 1951, upon 15 days' notice as provided in the Interstate Commerce Act."

**Finance Docket 17398—Petition of Seaboard Air Line Railroad Company for Authority to Abandon Its Hull-Ft. Myers Line and the San Carlos and Alva Branches Thereof.**

The Commerce Department cooperated with the citrus, vegetable and gladiolus growers in analyzing the petitioner's exhibits and in the cross examination of the Petitioner's witnesses. Briefs have been filed and the case has been submitted to the Interstate Commerce Commission, but to date no decision has been forthcoming.

In addition to the dockets before the Interstate Commerce Commission this Department actively participated in the following cases with respect to intrastate rates, fares and charges and operations before the Florida Railroad and Public Utility Commission. In these cases the Commerce Department prepared exhibits, introduced evidence, analyzed exhibits of others, participated in cross examination and made recommendations to the Commission as to the findings it considered proper.



### RAILROADS

**Docket 1679**—Investigation to determine freight rates applicable to certain intrastate traffic that moved over the bridge of Florida East Coast Railway Company prior to embargo imposed by said company on all traffic moving via said route.

**Docket 1716**—Petition of Rail Carriers for authority to make increases in intrastate rates similar to those authorized by Interstate Commerce Commission in Ex Parte 168.

**Docket 3064RR**—Application of Atlantic Coast Line Railroad Company for authority to close agency at Longwood, Florida.

**Docket 3099RR**—Complaint of United States Sugar Corporation vs Atlantic Coast Line Railroad Company, et al.

### EXPRESS

**Docket 3212-XP**—Application of Railway Express Agency, Inc., for authority to increase first-class LCL express rates and charges and to make second-class rates 75% of increased first-class rates.

**Docket 3283-XP**—Application of Railway Express Agency, Inc., for interim increase of 25c per shipment.

### PULLMAN

**Docket 3318-PC**—Application of the Pullman Company for 15% increase in rates.

### TELEGRAPH

**Docket 3367-TG**—Application Western Union Telegraph Company for authority to revise its rates and charges for intrastate telegraph services rendered within Florida. (Proposed revision comparable to revision in interstate rates and charges authorized by Federal Communications Commission in its Docket 9980.)

### TELEPHONE

**Docket 1697**—Application Peninsular Telephone Company for adjustment in and revision of its general schedule of rates and charges for intra-state telephone service, and revision of its rate areas.

**Docket 3151-TP**—Application Southern Bell Telephone and Telegraph Company for authority to increase its rates and charges.

**Docket 3159-TP**—Application Quincy Telephone Company for authority to increase its rates and charges.

**Docket 3209-TP**—Application Southeastern Telephone Company for authority to increase its rates and charges.

**Docket 3232-TP**—Petition for tentative approval of rates upon completion of expansion and improvement of the facilities and services of the Florida Telephone Company, Inc.



**Docket 3269-TP**—Application of St. Joseph Telephone and Telegraph Company for authority to increase its rates.

**Docket 3291-TP**—Application of West Florida Telephone and Telegraph Company for authority to increase its rates.

#### **MOTOR BUS**

**Docket 3330-CCB**—Application of common carrier bus lines for approval of increases in rates and tariffs applicable to the intrastate transportation of passengers in motor buses.

**Docket 3422-CCB**—Application Pass-a-Grille Beach Bus Line for approval of proposed increases in rates and charges for transportation of passengers.

#### **MOTOR TRUCK**

**Docket 3180-CCT**—Application Florida Intrastate Rate Bureau for general increase in rates and charges published in Florida Motor Freight Tariff Number 6.

#### **POWER COMPANIES**

**Docket 1641**—Jacksonville Gas Corporation vs City of Jacksonville. (Commission's decision appealed to Supreme Court and upheld.)

**Docket 3391-EU**—Application Florida Power Corporation for increases in rates in Pinellas County.

The Commerce Department prepared the budget for the fiscal year 1950-1951. It analyzed nearly 115 annual reports submitted by utilities under the Commission's jurisdiction, 130 telephone exchange reports, 192 monthly reports of revenues, expenses, taxes, rentals and net operating income, and 52 quarterly reports of Class I common carrier truck operators.

This Department kept the books and financial records of the Commission and participated in various conferences and other work assigned to it by the Commission.

The Commerce Department recommended the accounting classifications, annual report forms and quarterly report forms and quarterly reports to be submitted by the electric and gas utilities under the Commission's jurisdiction and these were approved by the Commission. In addition, the Commerce Department participated in several conferences with one or more representatives of each of the electric and gas utilities relative to various matters connected with accounting.

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## **The Tariff Department**

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The Transportation Rate Department consists of the director and one assistant. This office is responsible for maintaining up-to-date tariff files on both freight and passenger rates for motor vehicle transportation companies and railroads whose operations come under the jurisdiction of the Commission. This office has the authority to approve or disapprove minor changes in these tariffs at the request of the carrier or upon complaint of a shipper. This department must be prepared to participate in all Commission hearings which have direct or indirect effect on the tariffs maintained by it. It also must be prepared to participate in hearings before the Interstate Commerce Commission on rate matters that effect the Florida carriers or shippers. The department assists shippers in securing prompt adjustment of claims, acting as arbitrator between the claimant and the carrier. It maintains an informal docket file on applications or complaints which are settled without a Commission hearing.

### BIOGRAPHY OF I. T. WILLIAMS



Mr. I. T. Williams, director, tariff department, entered the service of the Florida Railroad and Public Utilities Commission April 1, 1937, as assistant rate expert. Prior thereto he was selected by the Commission to coordinate common carriers motor freight rates, serving the truck lines as tariff agent for about one year. He was placed in charge of the transportation rate department on May 1, 1940.

Mr. Williams received his early training with the Chicago, Burlington & Quincy Railroad at St. Joseph, Omaha and Chicago. He experienced service in the freight classification yards, local freight offices, and general offices. While serving in an official capacity with the C.B.&Q. at its headquarters in Chicago he withdrew to enter industrial transportation work in this State.

Previous to coming with the Commission Mr. Williams was, at various times, traffic manager, sales manager, and general manager for several large fruit and vegetable carlot growing and marketing organizations in the peninsular part of the State. He operated his own packing and distributing company for a number of years following his withdrawal from serving other distributors of perishable products.

Mr. Williams was educated in the public schools of Missouri. He is a charter life member of the Association of Interstate Commerce Commission Practitioners, Washington, D. C.

Informal transportation cases are handled by the rate department. This is a special procedure under which rate cases can be handled without the formality of witnesses having to appear and give testimony in person. There were 91 informal rail cases docketed which involved freight,

passenger and express rates during the past year. There were also disposed of 106 cases having to do with motor vehicle adjustments covering freight, passenger and express. A list of the authority numbers covering both railroad cases and those of motor vehicle carriers will be found in this annual report. The authority numbers indicate the file where the informal application and all correspondence pertaining thereto will be found available.

Additional functions of the department consist of such duties as tariff interpretation and acting as arbitrator in the settlement of freight claims; also other transportation problems where there may be a difference of opinion between the carrier and its patrons. During each calendar year there is received a considerable volume of miscellaneous correspondence having to do with various phases of transportation which have the effect of either increasing or decreasing service to the shipper. The rate department acts as a clearing house for all of these. It also maintains a tariff file consisting of approximately 550 freight, passenger and express tariffs. Here will be found all lawful rates, charges, rules and regulations applicable over all forms of transportation and carriers authorized to do an intrastate business in the State of Florida.

## INFORMAL TRANSPORTATION CASES 1951

### RAILROADS

#### Authority

- R-1223 Petroleum, Jacksonville to Perry
- R-1224 Supplement 22 to Official Express Classification No. 34
- R-1225 Express Block Tariffs, correction of scale numbers
- R-1226 Lubricating oil or greases, Jacksonville to Tampa
- R-1227 Lumber, net transit Foley to Boyd
- R-1228 Stone, crushed, Miami to Fort Myers
- R-1229 Petroleum, Tampa to Pauway and North Pauway
- R-1230 Aluminum scrap, Mossy Head to Pensacola
- R-1231 Grain, transit at points in Southern Territory
- R-1232 Minimum per car charges in Southern Territory
- R-1233 Sugar cane pith, Clewiston to Florida points
- R-1234 Cans, iron or tin, Tampa to Seffner
- R-1235 Supplement 29 to Southern Classification No. 62
- R-1236 Petroleum, Jacksonville to Perry
- R-1237 Acid, sulphuric, Nichols to Pembroke
- R-1238 Hay and straw, carload, loading restriction
- R-1239 Supplement 31 to Southern Classification No. 62
- R-1240 Clay, carload, between points in Florida
- R-1241 Switching at Winter Garden
- R-1242 Cans, iron or tin, Auburndale and Orlando to Melbourne
- R-1243 Grain, between Miami and Tampa, correct tariff error
- R-1244 Paper sealing tape, between points in Florida



- R-1245 Express commodity rates between Winter Haven and Florida points
- R-1246 Cement, Jacksonville to Miami
- R-1247 Cans, iron or tin, Tampa to Melbourne
- R-1248 Cotton, Sea Island, cancel basis for rates
- R-1249 Petroleum products, Jacksonville to Perry
- R-1250 Cast Iron Pipe, between points in Florida
- R-1251 Begasse or sugar cane pith, between Florida points
- R-1252 Vegetables, fresh, addition to Exceptions item
- R-1253 Demurrage and Storage Rules
- R-1254 Mileage allowance on privately owned cars, refund
- R-1255 Switching at Jacksonville on fruits and vegetables
- R-1256 Turpentine or Pinene, Lake City to Jacksonville
- R-1257 Pick-Up and Delivery service at Largo
- R-1258 Acid, sulphuric, Nichols to Pembroke, refund
- R-1259 Forest products, transit at Slade
- R-1260 Citrus Pomace Final Syrup, Ocala to Florida points
- R-1261 Supplement 36 to Southern Classification No. 62
- R-1262 Switching Intra-Plant at Davenport, waive undercharge
- R-1263 Blankets, limitation of wool content by weight
- R-1264 Petroleum, Port St. Joe to Pensacola
- R-1265 Fabrics, unfinished, between points in Florida
- R-1266 Rock, Miami to Fort Myers, waive undercharges
- R-1267 Phosphate Rock, Pierce to Pahokee, waive undercharges
- R-1268 Cement, Tampa to Fort Pierce and Vero Beach
- R-1269 Lubricating oils, Port St. Joe to St. Petersburg
- R-1270 Fuel oil, Port St. Joe to North Florida points
- R-1271 Newspapers in baggage cars, between Florida points
- R-1272 Hampers, clothes, amend Exceptions item
- R-1273 Lathing, cancel Exception rating account obsolete
- R-1274 Lath and Sheathing combined, cancel Exception rating
- R-1275 Candeliers, less-carload, cancel Exception rating
- R-1276 Chromium acetate waste, cancel Exception rating
- R-1277 Coffee, prepared, cancel less-carload Exception rating
- R-1278 Trunk straps, iron, amend Exceptions item
- R-1279 Fluters, hand, cancel Exception rating
- R-1280 Wringers, clothes, cancel Exception rating
- R-1281 Senna Bean Meal, cancel Exception rating
- R-1282 Shingles, asphalt, amend Exceptions item
- R-1283 Shingles, cement, cancel Exception rating
- R-1284 Fertilizing compounds, between points in Florida
- R-1285 Pick-Up and Delivery service at Milton
- R-1286 Gypsum or Plaster, Jacksonville to Florida points
- R-1287 Logs, carload, Yulee to Bradenton and Nocatee
- R-1288 Supplement 31 to Official Express Classification No. 34
- R-1289 Supplement 39 to Southern Classification No. 62
- R-1290 Logs, carload, Venus to Jerome

- R-1291 Window frames, Ft. Lauderdale to Florida points
- R-1292 Aluminum pipe, between points in Florida
- R-1293 Supplement 36 to Official Express Classification No. 34
- R-1294 Acid, sulphuric, East Tampa to North Pauway
- R-1295 Box or Crate material, between points in Florida
- R-1296 Southern Classification No. 63
- R-1297 Minimum less-carload charges intrastate in Florida
- R-1298 Logs, transit rates to Bradenton and Nocatee
- R-1299 Petroleum, Tampa and Port Tampa to Tenoroc
- R-1300 Switching, within the same point
- R-1301 Logs, transit rates to Bradenton and Nocatee
- R-1302 Citrus Pomace Final Syrup, Ocala to Florida points
- R-1303 Expiration dates, extension of
- R-1304 Solder, between points in Florida
- R-1305 Bath mats and rugs, made wholly of cotton
- R-1306 Phosphate Rock, Tenoroc to East Tampa
- R-1307 Petroleum, Tampa and Port Tampa to east coast points
- R-1308 Petroleum, estimated weight, between Florida points
- R-1309 Supplement 2 to Southern Classification No. 63
- R-1310 Molasses, blackstrap, between points in Florida
- R-1311 Pipe, cast iron, Haines City to Florida points
- R-1313 Acid, sulphuric, between points in Florida

## INFORMAL TRANSPORTATION CASES 1951

### Motor Vehicle Carriers

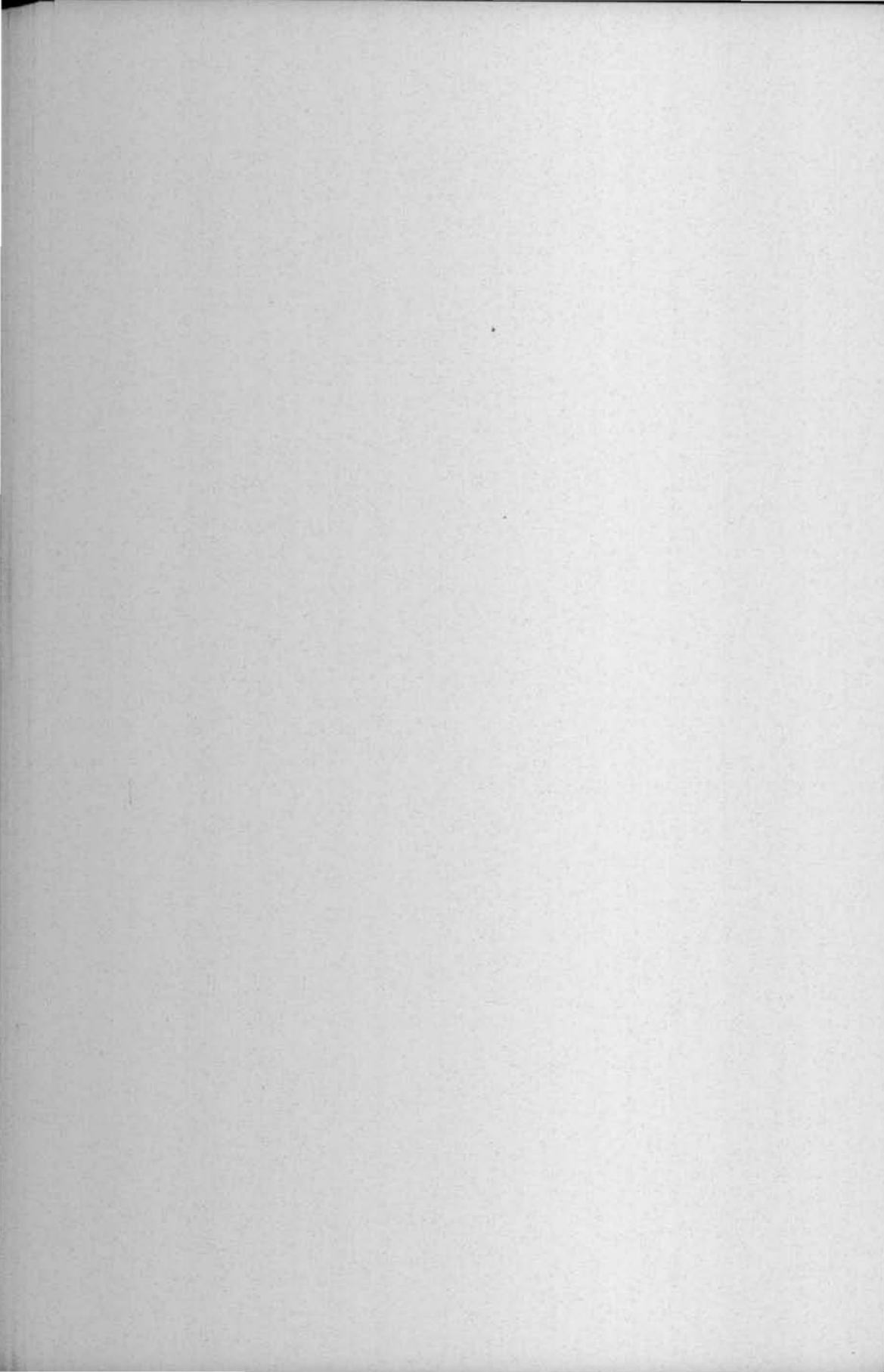
#### Authority

- M-661 National Motor Freight Classification No. 11
- M-662 Explosives and Dangerous Articles Tariff No. 7
- M-663 Pumping charge, Florida Petroleum Tariff No. 1
- M-664 Fruit or fruit peel, amend Exceptions description
- M-665 Ink, printing, amend Exceptions item
- M-666 Ornaments, radiator cap, cancel Exception rating
- M-667 Fasteners, paper, amend Exceptions description
- M-668 Machines, coin operated, cancel Exception rating
- M-669 Bubble forming liquid, establish Exception rating
- M-670 Blinds, venetian, aluminum, cancel exception rating
- M-671 Automobile parts, establish commodity rates
- M-672 Solder, cancel less-truckload Exception rating
- M-673 Canned goods, commodity rate Homestead to Jacksonville
- M-674 Supplement 1 to National Motor Freight Classification No. 11
- M-675 Immokalee, establish as a base point in Tariff No. 6
- M-676 Supplement 2 to National Motor Freight Classification No. 11
- M-677 Cloth, laminated, cancel Exception rating
- M-678 Pan liners, paper, cancel Exception rating
- M-679 Automobile parts, amend Exceptions item
- M-680 Household Goods Tariff No. 3, amend Rule 5

- M-681 Petroleum, Jacksonville to Fannin Springs
- M-682 Petroleum, Tampa and Port Tampa to Oneco
- M-683 Lubricating oils, amend Petroleum Tariff No. 2
- M-684 Petroleum, Jacksonville to Cecil Field
- M-685 Petroleum, Tampa and Port Tampa to Ridge Section
- M-686 Asphalt, rates to Florida points
- M-687 Petroleum, Tampa and Port Tampa to Ft. Myers Beach
- M-688 Rate making mileage to off-line points
- M-689 Pumps, amend description to Tariff No. 6
- M-690 Stopping in Transit, establish maximum charge
- M-691 Tobacco products, increase commodity rates
- M-692 Liquors, alcoholic, Jacksonville to Miami and Tampa
- M-693 Sodium Hypochlorite, Jacksonville to Florida points
- M-694 Packing requirements, amend Exceptions item
- M-695 Boilers, range, cancel Exception rating
- M-696 Stands or cabinets, establish Exception rating
- M-697 Supplement 4 to National Motor Classification No. 11
- M-698 Supplement 1 to Dangerous Articles Tariff No. 7
- M-699 Fares, furlough, personnel Armed Forces
- M-700 Bags, paper, North Pensacola to Florida points
- M-701 Beverages, Miami to Key West
- M-702 Meats, fresh, Miami to Key West
- M-703 Paints, etc., Tampa to Florida points
- M-704 Foodstuffs, Florida points to Jacksonville
- M-705 Foodstuffs, Plant City to Florida points
- M-706 Fruits and Vegetables, frozen, between Florida points
- M-707 Foodstuffs, frozen, transit rate to Jacksonville
- M-708 Paint, cold water, cancel Exception rating
- M-709 Fares, passenger, via Capital Motor Lines
- M-710 Stopping in Transit, amend maximum charge
- M-711 Foodstuffs, points in Florida to Tampa
- M-712 Fuel oil, residual, Tampa to Nokomis
- M-713 Petroleum, bulk, Tampa to Shamrock
- M-714 Asphalt, Panama City to Tallahassee
- M-715 Port St. Joe rate base numbers
- M-716 Tomatoes, Jacksonville to Miami and Tampa
- M-717 Sodium Hypochlorite, between points in Florida
- M-718 Supplement 5 to National Motor Classification No. 11
- M-719 Asphalt, in tank trucks, road and toll charges
- M-720 Rates, commodity, obsolete in Tariff No. 6
- M-721 Petroleum products, Port St. Joe to Florida points
- M-722 Asphalt, Jacksonville to New Smyrna Beach
- M-723 Asphalt, Tampa to Ocala
- M-724 Cloth or covers, fender, establish Exception rating
- M-725 Mayonnaise, establish Exception rating
- M-726 Fish, feed, amend Exception rating
- M-727 Roofing, amend Exception rating

- M-728 Ratings, application of, via truck lines
- M-729 Pulpboard, Miami to Jacksonville
- M-730 Fares, bus, between points in Florida
- M-731 Supplement 2 to Dangerous Articles Tariff No. 7
- M-732 Household goods, additional service charges
- M-733 Petroleum, Tampa and Port Tampa to Homeland
- M-734 Bufts, cancel less-truckload Exception rating
- M-735 Paper mill rolls, establish Exception rating
- M-736 Bubble forming liquid, revise Exception rating
- M-737 Cigarettes, amend description in Exceptions
- M-738 Rugs, carpets, etc., cancel Exception rating
- M-739 Groceries, Jacksonville to Tampa and Lakeland
- M-740 Supplement 6 to National Motor Classification No. 11
- M-740A Louvres, air, automobile, establish Exception rating
- M-741 Iron and steel articles, amend Exceptions item
- M-742 Appliances, electric, cancel Exception rating
- M-743 Stairways, disappearing, amend Exception item
- M-744 Fuel oil treating compounds, amend Exception item
- M-745 Bubble forming liquid, cancel Exception rating
- M-746 Bakery goods, rates, John G. Lane Lines
- M-747 Omitted
- M-748 Fruit, in brine, amend Exceptions item
- M-749 Chairs, cast iron, establish Exception rating
- M-750 Sweaters or shorts, amend Exceptions item
- M-751 Wood preservatives, amend Exceptions item
- M-752 Clothing, cotton, amend Exceptions item
- M-753 Foodstuffs, establish rate Kissimmee to Jacksonville
- M-754 Automobile parts, amend description in Tariff No. 6
- M-755 Paints, Tampa to points in Florida
- M-756 Fruits and vegetables, frozen, amend commodity rates
- M-757 Supplement 3 to Dangerous Articles Tariff No. 7
- M-758 Rate basis Bunnell to Lehigh Cement Plant
- M-759 Tariff, proposed by Arthur N. Lloyd, Cocoa, Fla.
- M-760 Fares, bus, between St. Petersburg and Kennel Club
- M-761 Asphalt, Tampa and Port Tampa to Inverness
- M-762 Asphalt, Tampa and Port Tampa to Venice
- M-763 Crude oil, Sunniland to Port Everglades
- M-764 Asphalt, movement within rail switching limits
- M-765 Asphalt in tank trucks, minimum charge
- M-766 Petroleum in tank trucks, minimum charge





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**Public Utilities Department**

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The Communications Department consists of the Director, two field engineers and a secretary. It is the duty of the Director and his staff to constantly check the quality of service of the various telephone and telegraph companies operating in the state. This department investigates all complaints of subscribers and recommends action to the Commission when necessary. The department must maintain current tariff files on all telephone and telegraph companies and information concerning company policies and quality and type of service being rendered. The Director and his staff participate in all hearings involving both service and rate matters of Florida communication companies.

### BIOGRAPHY OF S. R. RYAN, DIRECTOR OF COMMUNICATIONS



Samuel R. Ryan, Director of Communications, and a relatively recent addition to the Commission's Staff, has been with the Commission for over two years and a half.

Mr. Ryan was born in Columbus, Ohio, in 1901, where he attended the Columbus Public Schools.

After graduating from West High School in Columbus, he entered Ohio State University, where he studied Electrical Engineering.

He carried on his chosen profession by accepting a position with the Western Electric Company, in Chicago, one of the largest manufacturers of telephone equipment, as a student engineer in 1921.

Progressively, he was transferred through various positions of increasing responsibility in telephone engineering in this company, and in the Ohio Bell Telephone Company, an associated company.

Mr. Ryan accepted a position as telephone engineer with the Ohio Public Utilities Commission in 1938. He was called from this position to accept war responsibility in the position of Telephone Engineer with the War Production Board, where he was actively engaged in war work for the duration of the war.

He accepted a position with the Automatic Electric Company, another leading telephone manufacturing company in 1943.

He was invited to join the Florida Railroad and Public Utilities Commission as Director of Communications in July of 1948.

Mr. and Mrs. Ryan now make their home in Tallahassee.

He is an active member of the Free and Accepted Masons, Royal Arch Mason, Royal and Select Masters, and is a Knights Templar.

He is a Registered Professional Engineer (Ohio), whose registration is recognized in all states. His membership in the Independent Telephone Pioneers indicates his long service in that industry. Through his Wash-

ington connection he has shown an interest in military preparedness in Communications, by belonging to the Armed Forces Communication Association.

As an active member of the Toll Rate Sub-Committee of the National Association of Railroad and Utilities Commissioners, and the Federal Communications Commission's joint committee. Mr. Ryan with other members of this Sub-Committee, now has under a study a matter of National interest in Long Distance Telephone Rate Structure. This Sub-Committee meets quarterly in New York or Washington.

Mr. Ryan is a member of the Florida Utilities Coordinating Committee, which considers utilities problems of a varied nature over the entire state.

#### PUBLIC UTILITIES DEPARTMENT 1951 Report

The 1951 session of the Legislature expanded the responsibility of the Commission to include supervision of the privately owned electric power and manufactured gas facilities. LP and Bottled gas, as well as, municipal and REA cooperatives were excluded.

The major gas companies, thus coming under the supervision of the Commission were, Central Florida Gas Corporation, Florida Power and Light Company, Gainesville Gas Company, Jacksonville Gas Corporation, Peoples Water and Gas Company, Southern Gas & Electric Corporation, The Tampa Gas Company, Triangle Gas Company, South Atlantic Gas Company (Orlando Division, St. Augustine Division), Florida Public Utilities Company.

The principal electric companies, thus added to the jurisdiction of the Commission were, Florida Power and Light Company, Gulf Power Company, Tampa Electric Company, Everglades Railway Light and Power Company, Florida Power Corporation, Florida Public Utilities Company, Lake Garfield Power Company, Yankeetown Utilities, Inc.

The gas companies represent a plant investment of \$46,000,000, 130,000 subscribers, and \$9,500,000 annual revenue.

The electric companies represent a plant investment of approximately \$300,000,000, 675,000 subscribers and \$100,000,000 in annual revenue.

With the rapidly expanding economy of the State the power companies have found it necessary to increase their plant investment at the rate of about \$25,000,000 a year.

The gas companies, due to the ever increasing cost of manufactured gas, have not done much expanding.

In order to adequately supervise the rates and charges, and services furnished by these utilities, it was necessary to secure the services of an engineer. The duties of this engineer are to review the existing rules and regulations of the companies, investigate rate structures, and analyze



the financial and corporate structures. Work on these matters was well under-way by the end of 1951.

In connection with the ever increasing cost of materials, as well as, cost of labor, it was necessary for practically all of the telephone companies to review their financial structures and, in the light of the expanding economy of the State, plans were formulated and executed for rapid and extensive expansion of facilities.

To provide a sound operation and to preserve the financial integrity of the various companies, several general rate revisions were applied for, the largest of which was the Southern Bell Telephone and Telegraph Company. Extensive work was done by the Communication Staff, both in the matter of adequate facilities, as well as, intensive efforts to reduce the number of held applications for telephone service.

The Commission, itself, being aware of the expanding economy, strove mightily to improve existing facilities and extend services to those without any service at all, especially in the rural and farming areas.

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## **The Railroad Inspector**

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The office of the Railroad Inspector consists of only the inspector. It is the duty of the inspector to check all railroad right-of-way and mechanical safety devices to see that they are in proper condition for the protection of both the traveling public and the employees of the railroads. He investigates all complaints filed with the Commission regarding safety factors as well as complaints concerning quality and type of service rendered. On his inspection trips, he reports to the Commission concerning the adequacy of station facilities. He investigates all petitions submitted by the carriers for the curtailment of service.

### **BIOGRAPHY OF EDWARD L. GILLETT, RAILROAD INSPECTOR**



Edward L. Gillett, Railroad Inspector, was born April 20, 1899 at Interlachen, Putnam County, Florida. He attended the public schools of Putnam County and Massey's Business College at Jacksonville.

After a short time of employment as a book-keeper, he entered railway service in July of 1916 as a clerk-telegrapher. He enlisted in the United States Navy in 1917 and was sent to Key West for training as a radio-operator. He was employed as a trainman on the Florida East Coast Railway in 1919 and, after being cut off in the summer reduction of forces in 1920, he was employed by the Atlantic Coast Line Railroad in the same capacity. His employment in this capacity was uninterrupted until January 1, 1949, at which time he was granted a leave of absence to serve as Railroad Inspector with the Florida Railroad and Public Utilities Commission.

Inspector Gillett is married to the former Clarice Moler of Jacksonville. He is a member of the Congregational Church at Interlachen, Masonic Lodge at Palatka, Morocco Temple Shrine at Jacksonville, Gordon Rimes Post of American Legion at High Springs, and Voiture 472 of 40 & 8 at Gainesville.

### **REPORT OF RAILROAD INSPECTOR**

During 1951, the Florida Railroads had a most commendable safety record. They operated more than ten million train miles and had only six fatal accidents involving employees. There were no passengers killed or seriously injured during the year.

There were 11,390 freight cars, 344 passenger cars, and 211 locomotives inspected. Of the 11,945 units checked, defects in safety equipment were found only in 581. All defects were promptly corrected by the railroads, as were a number of other defects which were contrary to the standard code of railroads which were adopted by the Association of American Railroads.

During the year brake tests were conducted on 38 trains consisting of 2,005 units—97 defects were noted and corrected. All of the outbound trains departed with brakes working 100%.

One wreck was investigated in conjunction with Interstate Commerce Commission Inspectors. This wreck occurred on December 22, 1950 and resulted in the death of two employees and the injury of five employees.

The following is a summary of the accidents reported by the carriers during the calendar year 1951 which resulted in death or injury to passengers, employees and others:

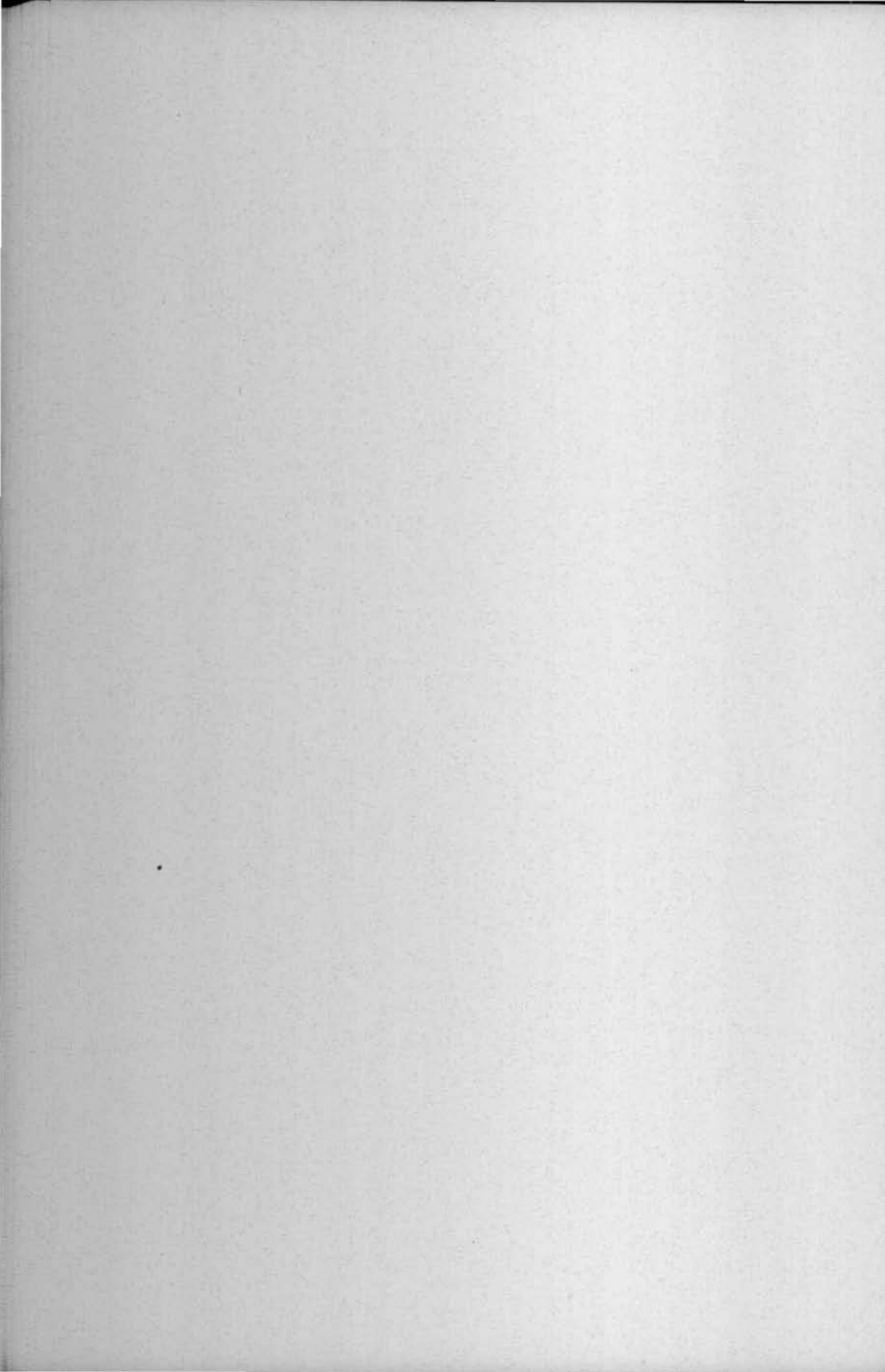
KIND OF ACCIDENT	PASSENGERS		EMPLOYEES		OTHERS	
	Killed	Injured	Killed	Injured	Killed	Injured
Collisions .....	0	6	2	7	0	0
Explosions .....	0	0	0	2	0	0
Personal Accidents ....	0	0	4	1	27	4
Highway Grade Cross-ings:						
Protected by Auto-matic Signals ....	0	0	0	1	5	5
Cross (X) Buck Sign .....	0	1	0	2	34	41
Total .....	0	7	6	13	66	50

Two hearings before the Commission were participated in, involving the adoption of Close Clearance Rules and Regulations

Seven investigations and written reports of same were made covering either complaints of the citizens of the state, or requests of the carriers.

Reports were made on six depots in need of repair.





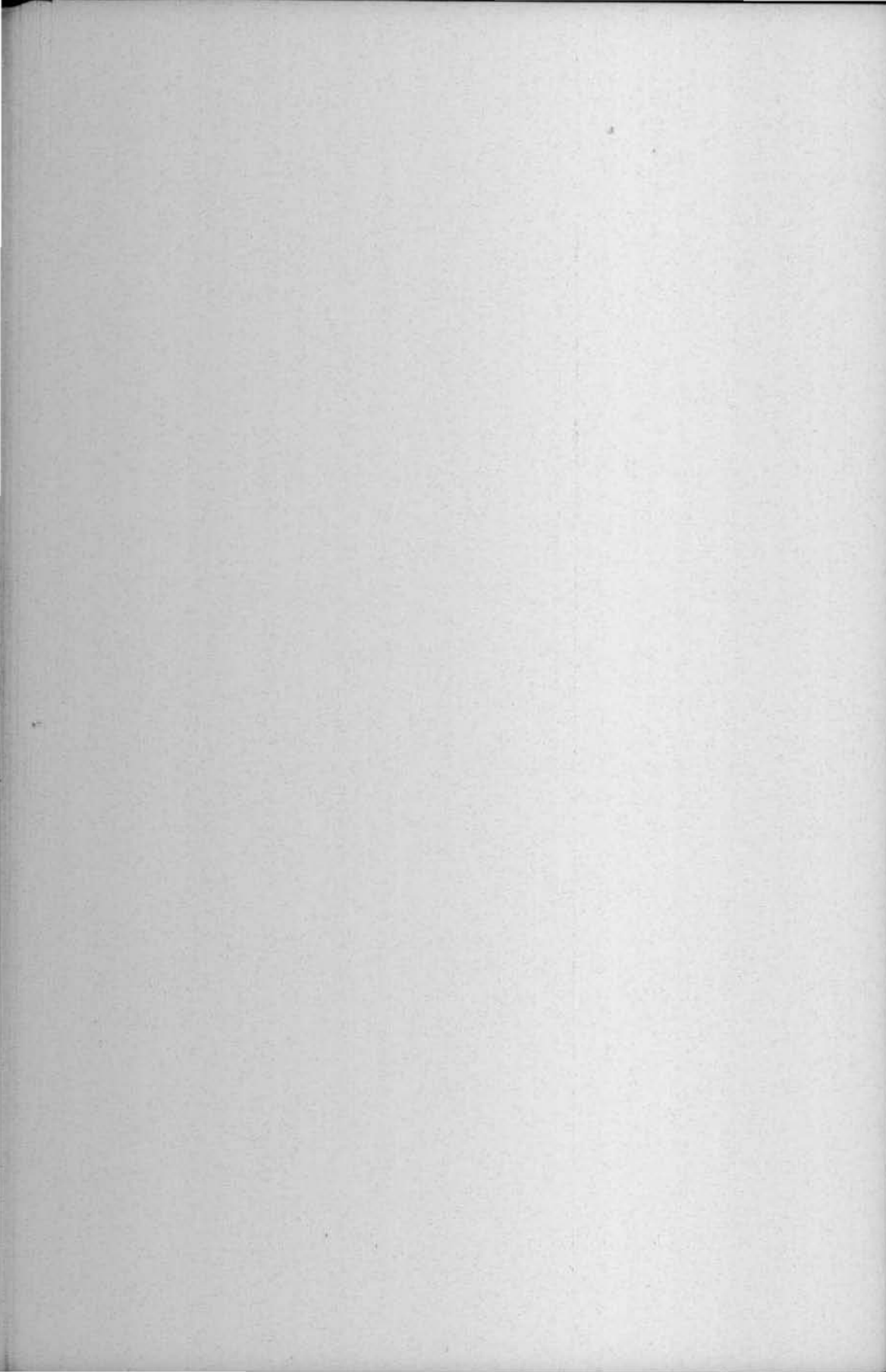
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**Financial and Operating Statistics  
of Public Utilities**

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**Steam Operated Railroads**

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STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950  
GENERAL BALANCE SHEET AT DECEMBER 31, 1950

ASSETS

NAME OF COMPANY	Investments Road and Equipment	Improvements on Leased Property	Acquisition Adjustments	Donations and Grants	Accrued Depreciation Road and Equipment	Accrued Amortization of Defense Projects	Various Funds	Miscellaneous Physical Property	Accrued Depre- ciation Misc. Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total
Apalachicola Northern Railroad Company.....	\$ 3,246,811	\$.....	\$.....	\$ 3,960*	\$ 500,006*	\$.....	\$.....	\$ 16,009	\$.....	\$.....	\$ 1	\$ 478,006	\$ 52	\$ 72,256	\$ 3,309,139
Atlanta & St. Andrews Bay Railroad Company.....	5,094,929	.....	.....	2,630*	251,846*	858,870*	.....	265,604	.....	11,500	.....	1,873,412	3,838	42,326	6,178,263
Atlantic Coast Line Railroad Company.....	410,282,463	226,553	7,764,048*	1,107,343*	54,656,735*	39,318,331*	311,845	3,842,115	.....	59,007,912	190,420	51,012,417	2,725,441	699,829	425,452,578
Florida East Coast Railway Company.....	94,546,701	19,678	.....	1,006,875*	13,514,040*	1,510,232*	1,992,117	282,324	.....	1,988,764	217,810	20,193,224	192,613	1,777,314	105,089,389
Georgia and Florida Railroad.....	21,318,289	4,481	.....	21,904*	1,023,913*	.....	65,655	159,329	.....	318,716	1,000	431,182	183,284	698,860	22,134,979
Georgia, Southern & Florida Railway Company.....	15,114,825	.....	.....	13,916*	1,054,098*	66,351*	.....	66,311	.....	168,108	.....	3,787,766	13,757	67,213	18,083,612
Jacksonville Terminal Company.....	5,527,456	.....	.....	85,376*	440,616*	.....	.....	117,188	.....	.....	.....	1,138,393	2,909	22,684	6,282,807
Live Oak, Perry and Gulf Railroad Company.....	1,494,492	.....	.....	17,904*	1,193,808*	.....	189	24,930	.....	.....	.....	184,841	32,578	5,088	545,427
Louisville and Nashville Railroad Company.....	572,243,165	3,176,774	.....	4,560,618*	134,683,026*	31,017,052*	1,032,708	2,368,201	8,392*	23,584,330	13,272,968	93,140,480	1,690,738	3,206,759	543,447,035
St. Johns River Terminal Company.....	2,400,230	.....	.....	59,643*	207,263*	144,622*	61,257	79,173	.....	.....	.....	345,530	737	3,936	2,479,335
St. Louis-San Francisco Railway Company.....	383,289,138	275,005	42,111,358*	304,306*	89,689,109*	7,674,834*	7,185,830	686,279	.....	10,433,228	124,250	53,274,548	4,525,599	1,636,394	321,653,664
Seaboard Air Line Railroad Company.....	365,054,304	821,463	80,887,025*	269,550*	66,777,912*	23,858,438*	32,029,036	6,687,257	.....	9,656,479	42,729	48,643,043	729,049	1,146,051	293,016,486
Tampa Union Station Company.....	294,195	.....	.....	14,957*	7,427*	.....	.....	.....	.....	.....	.....	47,932	.....	367	320,110
Tavares and Gulf Railroad Company.....	876,528	.....	.....	3,863*	20,080*	6,715*	.....	26,475	.....	.....	.....	357,615	.....	78	1,230,474
The Marianna & Blountstown Railroad Company.....	303,145	.....	.....	342*	30,187*	.....	.....	.....	.....	.....	.....	2,961	.....	550	276,127
The South Georgia Railway Company.....	672,141	.....	.....	.....	105,280*	.....	.....	16,204	5,440*	.....	300	52,593	.....	1,957	632,475
Trans-Florida Central Railroad Company.....	97,761	.....	.....	.....	5,996*	.....	.....	.....	.....	.....	.....	1,922	.....	.....	93,687
Total.....	\$1,881,856,553	\$ 4,523,994	\$130,762,431*	\$ 7,548,293*	\$364,165,671*	\$104,462,872	\$ 42,678,637	\$ 14,637,399	\$ 13,832*	\$105,169,037	\$ 13,864,478	\$274,965,865	\$ 10,101,061	\$ 9,381,662	\$1,750,225,587

\* Denotes credit item.

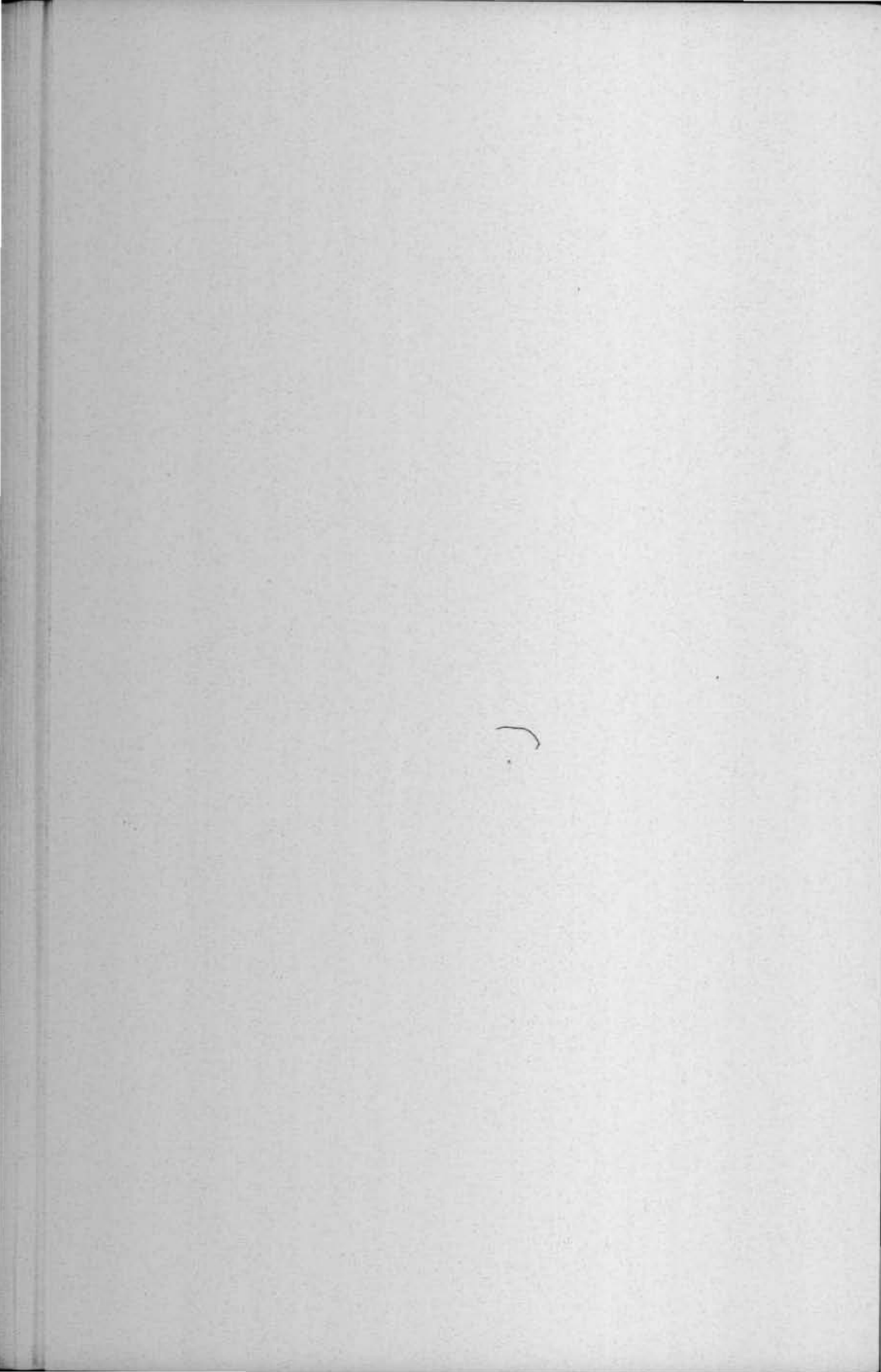
STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950  
GENERAL BALANCE SHEET AT DECEMBER 31, 1950

LIABILITIES

NAME OF COMPANY	Total Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Unearned Surplus	Earned Surplus Appropriated	Earned Surplus Unappropriated	Grand Total
Apalachicola Northern Railroad Company.....	\$ 1,000,000	\$ 438,050	\$ 352,877	\$ 255	\$.....	\$ 681,067	\$.....	\$ 836,890	\$ 3,309,139
Atlanta & St. Andrews Bay Railroad Company.....	600,000	466,000	968,513	.....	80,712	1,201,097	.....	2,831,941	6,178,263
Atlantic Coast Line Railroad Company.....	89,503,623	129,325,795	30,239,795	2,030,036	2,115,143	9,518,741	1,720,862	163,998,583	425,452,578
Florida East Coast Railway Company.....	37,500,000	60,282,242	970,111	50,906,568	75,409	.....	.....	44,644,941*	105,089,389
Georgia and Florida Railroad.....	13,382,441	10,110,640	2,202,784	12,860,858	435,026	.....	.....	16,856,770*	22,134,979
Georgia, Southern & Florida Railway Company.....	2,455,260	6,067,739	1,855,398	1,473,301	992,937	410,494	.....	4,752,350*	18,083,612
Jacksonville Terminal Company.....	375,260	5,332,078	506,121	.....	979	.....	.....	6,282,807	6,282,807
Live Oak, Perry and Gulf Railroad Company.....	240,000	.....	90,896	.....	.....	360,000	760,200	905,579*	545,427
Louisville & Nashville Railroad Company.....	117,012,117	222,673,413	42,022,782	1,078,630	9,227,698	11,265,044	2,323,413	137,643,938	543,447,035
St. Johns River Terminal Company.....	100,000	1,442,000	166,036	.....	6,191	.....	55,602	709,506	2,479,335
St. Louis-San Francisco Railway Company.....	123,917,550	148,589,198	27,623,466	117,333	1,885,909	.....	1,716,493	17,803,715	321,653,664
Seaboard Air Line Railroad Company.....	100,000,000	111,887,000	32,033,428	163,620	7,302,418	1,432,567	16,386,100	23,811,263	293,016,486
Tampa Union Station Company.....	30,000	261,744	20,012	.....	118	.....	.....	8,236	320,110
Tavares and Gulf Railroad Company.....	298,200	425,000	126,885	42,146	.....	307,841	.....	30,402	1,230,474
The Marianna and Blountstown Railroad Company.....	120,000	156,244	8,753	110,425	.....	785	.....	120,080*	276,127
The South Georgia Railway Company.....	577,000	.....	105,358	22,050	.....	.....	.....	71,933*	632,475
Trans-Florida Central Railroad Company.....	120,163	.....	54,967	.....	700	.....	.....	82,143*	93,687
Total.....	\$487,231,494	\$694,487,143	\$139,378,092	\$ 68,805,222	\$ 22,123,240	\$ 25,177,636	\$ 23,278,193	\$289,744,567	\$1,750,225,587

\* Denotes debit item.





**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**EARNED SURPLUS ACCOUNT—ENTIRE COMPANY**

NAME OF COMPANY	Balance at Beginning of Year	Balance Transferred from Income	Miscellaneous and Other Credits	Dividend Appropriations of Surplus	M' scellaneous and Other Debits	Balance at Close of Year
Apalachicola Northern Railroad Company.....	\$ 618,389	\$ 218,516	\$.....	\$.....	\$ 15	\$ 836,890
Atlanta & St. Andrews Bay Railway Company.....	2,284,959	622,883	106	60,000	16,007	2,831,941
Atlantic Coast Line Railroad Company.....	157,142,530	11,191,114	114,254	3,301,478	1,147,837	163,998,583
Florida East Coast Railway Company.....	41,593,378*	3,029,950*	11,585	.....	33,198	44,644,941*
Georgia and Florida Railroad.....	15,979,191*	885,522*	10,929	.....	2,986	16,856,770*
Georgia Southern & Florida Railway Company.....	4,263,207	495,930	1,667	.....	8,454	4,752,350
Jacksonville Terminal Company.....	523*	.....	.....	.....	288	811*
Live Oak, Perry and Gulf Railroad Company.....	948,396*	34,633	8,369	.....	185	905,579*
Louisville and Nashville Railroad Company.....	121,750,920	24,289,459	215,878	8,236,800	375,519	137,643,938
St. Johns River Terminal Company.....	632,247	72,242	5,034	.....	17	709,506
St. Louis-San Francisco Railway Company.....	11,677,244	10,895,747	196,596	4,954,720	11,152	17,803,715
Seaboard Air Line Railroad Company.....	14,697,566	11,207,907	2,188,584	3,300,000	982,794	23,811,263
Tampa Union Station Company.....	6,880	1,200	156	.....	.....	8,236
Tavares and Gulf Railroad Company.....	26,706	3,103	593	.....	.....	30,402
The Marianna & Blountstown Railroad Company.....	115,796*	4,284*	.....	.....	.....	120,080*
The South Georgia Railway Company.....	64,990*	3,437*	328	.....	3,834	71,933*
Trans-Florida Central Railroad Company.....	81,297*	846*	.....	.....	.....	82,143*
Total.....	\$ 254,317,077	\$ 55,108,695	\$ 2,754,079	\$ 19,852,998	\$ 2,582,286	\$ 289,744,567

\* Denotes debit item or deficit.

**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**OPERATING REVENUES—ENTIRE COMPANY**

NAME OF COMPANY	TRANSPORTATION RAIL LINE										
	Freight	Passenger	Baggage	Mail	Express	Switching	All Other	Total	Incidental Revenues	Joint Facility Revenues	Total Railway Operating Revenues
Apalachicola Northern Railroad Company.....	\$ 1,026,985	\$ 2,873	\$ 3	\$ 39,946	\$ 5,723	\$ 103	\$.....	\$ 1,075,633	\$ 34,232	\$.....	\$ 1,109,865
Atlanta & St. Andrews Bay Railway Company.....	2,904,156	19,589	69	44,225	27,277	16,657	203	3,012,176	9,171	.....	3,021,347
Atlantic Coast Line Railroad Company.....	104,942,294	16,524,248	78,062	5,412,619	1,972,222	784,387	166,978	129,880,810	3,676,185	101,124	133,658,119
Florida East Coast Railway Company.....	17,722,150	6,118,322	39,695	1,391,210	431,915	40,148	121,184	25,864,624	1,002,220	23,514	26,890,358
Georgia and Florida Railroad.....	2,943,294	74	9	9,712	5,294	10,785	.....	2,969,168	25,388	52	2,994,608
Georgia Southern & Florida Railway Company.....	6,147,232	854,559	709	565,734	64,945	105,260	13,521	7,751,960	134,028	4,890	7,890,878
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....	.....	115,280	115,280*	.....
Live Oak, Perry and Gulf Railroad Company.....	382,043	703	.....	8,597	1,974	268	.....	393,585	5,766	.....	399,351
Louisville & Nashville Railroad Company.....	176,205,471	12,538,193	40,905	7,360,157	2,117,013	1,920,087	254,948	200,436,774	2,411,443	168,308	203,016,525
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	665,086	.....	665,086	7,731	48	672,865
St. Louis-San Francisco Railway Co.....	98,706,794	6,042,466	27,868	4,504,048	1,019,684	2,200,640	271,383	112,772,883	1,460,356	237,429	114,470,668
Seaboard Air Line Railroad Company.....	109,874,986	14,026,546	46,433	5,186,772	1,470,781	964,498	362,966	131,932,982	3,524,758	79,037	135,536,777
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....	.....	18,612	18,612*	.....
Tavares and Gulf Railroad Company.....	220,071	.....	.....	.....	995	764	.....	221,830	753	.....	222,583
The Marianna & Blountstown Railroad Co.....	58,558	.....	.....	3,797	1,796	403	.....	64,554	2,049	.....	66,603
The South Georgia Railway Company.....	286,515	2,011	.....	10,672	558	124	.....	299,880	6,427	.....	306,307
Trans-Florida Central Railroad Company.....	6,261	129	.....	1,740	.....	.....	.....	8,130	329	.....	8,459
Total.....	\$521,426,810	\$56,129,713	\$233,753	\$24,539,229	\$7,120,177	\$6,709,210	\$1,191,183	\$617,350,075	\$12,434,728	\$480,510	\$630,265,313

\* Denotes debit item.

**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—ENTIRE COMPANY**

NAME OF COMPANY	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Railway Operating Income	Net Rents	Net Railway Operating Income	Other Income	Total Income	Miscellaneous Deductions from Income	Income Avail- able for Fixed Charges	Fixed Charges	Contingent Charges	Net Income	Income Applied to Funds and Appropriated for Other Purposes	Income Balance Transferred to Earned Surplus
Apalachicola Northern Railroad Company.....	\$ 1,109,865	\$ 640,292	\$ 469,573	\$ 206,222	\$ 263,351	\$ 16,199*	\$ 247,152	\$ 1,927	\$ 249,079	\$ 6,069	\$ 243,010	\$ 24,494	\$ .....	\$ 218,516	\$ .....	\$ 218,186
Atlanta & St. Andrews Bay Railway Company.....	3,021,347	1,448,598	1,572,749	646,697	926,052	268,680*	657,372	17,318	674,690	4,321	670,369	47,486	.....	622,883	.....	622,513
Atlantic Coast Line Railroad Company.....	133,658,119	107,040,794	26,617,325	15,700,000	10,917,325	1,100,657*	9,816,668	7,858,076	17,674,744	152,185	17,522,559	4,741,761	2,011	12,778,787	1,587,673	11,191,854
Florida East Coast Railway Company.....	28,890,358	22,364,810	4,525,548	1,800,380	2,725,168	1,322,158*	1,403,010	340,894	1,743,904	177,801	1,566,103	4,596,053	.....	3,029,950*	.....	3,029,120*
Georgia and Florida Railroad.....	2,994,608	2,638,656	355,952	177,682	178,270	199,275*	21,005*	23,610	2,605	2,605	55*	885,467	.....	885,522*	.....	885,932*
Georgia Southern & Florida Railway Company.....	7,890,878	4,953,829	2,937,058	821,751	2,115,307	1,318,400*	796,907	20,511	817,418	1,047	816,371	320,441	.....	495,930	.....	495,950
Jacksonville Terminal Company.....	.....	.....	.....	303,680	303,680*	443,849	140,169	43,977	184,146	11,257	172,889	172,889	.....	.....	.....	.....
Live Oak, Perry and Gulf Railroad Company.....	399,351	279,985	119,366	45,967	73,399	30,456*	42,943	3,071	46,914	275	46,639	6	.....	46,633	12,000	34,633
Louisville & Nashville Railroad Company.....	203,016,525	150,684,793	52,331,732	31,837,296	17,494,436	8,536,939	26,031,375	5,797,734	31,829,109	79,944	31,749,165	7,440,904	.....	24,308,261	18,802	24,289,459
St. Johns River Terminal Company.....	672,865	490,074	182,791	117,156	65,635	5,449	71,084	66,121	137,205	.....	137,205	64,963	.....	72,242	.....	72,242
St. Louis-San Francisco Railway Company.....	114,470,668	84,366,404	30,104,264	15,460,020	14,644,244	920,887	15,565,131	1,517,632	17,082,763	66,169	17,016,594	3,665,331	2,455,516	10,895,747	.....	10,895,747
Seaboard Air Line Railroad Company.....	135,536,777	98,822,143	36,714,634	16,782,998	19,931,636	2,570,337*	17,361,299	1,164,095	18,525,394	56,142	18,469,252	2,326,343	1,967,700	14,175,149	2,967,242	11,207,907
Tampa Union Station Company.....	.....	.....	.....	20,983	20,983*	30,604	9,621	2,676	12,297	60	12,237	11,037	.....	1,200	.....	1,200
Tavares and Gulf Railroad Company.....	222,583	180,316	42,267	14,050	28,217	14,110*	14,107	3,915	18,022	38	17,984	14,881	.....	3,103	.....	3,103
The Marianna & Blountstown Railroad Company.....	66,603	56,651	9,952	3,800	6,152	3,683*	2,469	12	2,481	.....	2,481	6,765	.....	4,284*	.....	4,284*
The South Georgia Railway Company.....	306,307	247,815	58,492	15,566	42,926	42,665*	261	824	1,085	150	935	4,372	.....	3,437*	.....	3,437*
Trans-Florida Central Railroad Company.....	8,459	7,881	578	1,424	846*	.....	846*	.....	846*	.....	846*	.....	.....	846*	.....	846*
Total.....	\$630,265,313	\$474,223,032	\$156,042,281	\$ 86,955,672	\$ 69,086,609	\$ 3,051,108	\$ 72,137,717	\$ 16,863,293	\$ 89,001,010	\$ 558,118	\$ 88,442,892	\$ 24,323,193	\$ 4,425,237	\$ 59,694,412	\$ 4,585,717	\$ 55,108,695

\* Denotes debit item, deficit, or contrary character.





**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**OPERATING EXPENSES—ENTIRE COMPANY**

NAME OF COMPANY	Maintenance of Way & Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Miscellaneous Operations	General Expenses	Total Operating Expenses
Apalachicola Northern Railroad Company.....	\$ 299,858	\$ 99,657	\$ 16,886	\$ 182,545	\$ .....	\$ 41,346	\$ 640,292
Atlanta & St. Andrews Bay Railway Company.....	359,761	223,976	89,026	630,162	2,115	143,558	1,448,598
Atlantic Coast Line Railroad Company.....	23,490,578	23,052,214	3,537,447	50,828,791	2,144,267	3,987,497	107,040,794
Florida East Coast Railway Company.....	5,274,348	4,781,940	765,447	9,601,705	972,126	969,244	22,364,810
Georgia & Florida Railroad.....	784,230	378,516	192,702	1,122,052	.....	161,156	2,638,656
Georgia, Southern & Florida Railway Company.....	1,561,092	675,561	85,363	2,409,223	140,844	81,637	4,953,820
Jacksonville Terminal Company.....	(N.A.)	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	117,814	49,525	6,706	76,339	.....	29,601	279,985
Louisville and Nashville Railroad Company.....	25,953,772	39,107,611	3,616,848	75,211,600	1,415,347	5,379,615	150,684,793
St. Johns River Terminal Company.....	100,431	28,533	.....	354,768	.....	6,342	490,074
St. Louis-San Francisco Railway Company.....	17,332,944	18,507,285	2,872,384	40,840,945	914,263	3,898,583	84,366,404
Seaboard Air Line Railroad Company.....	20,868,185	22,391,333	3,808,793	46,086,947	2,255,027	3,411,858	98,822,143
Tampa Union Station Company.....	(N.A.)	.....	.....	.....	.....	.....	.....
Tavares and Gulf Railroad Company.....	76,947	14,681	2,660	76,999	.....	9,029	180,316
The Marianna & Blountstown Railroad Company.....	25,105	8,767	2,212	18,379	.....	2,188	56,651
The South Georgia Railway Company.....	130,937	22,596	3,585	75,042	.....	15,655	247,815
Trans-Florida Central Railroad Company.....	1,819	175	.....	4,564	.....	1,323	7,881
Total.....	\$ 96,377,821	\$ 109,342,470	\$ 15,000,059	\$ 227,520,061	\$ 7,843,989	\$ 18,138,632	\$ 474,223,032

N.A.—Not applicable.

**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**MILEAGE OPERATED—ENTIRE COMPANY**

NAME OF COMPANY	Miles of Road	Miles of Second Main Tracks	Miles of Passing Tracks, Cross-overs, Turnouts	Miles of Way Switching Tracks	Miles of Yard Switching Tracks	Total
Apalachicola Northern Railroad Company.....	99.12			15.57	.85	115.54
Atlanta & St. Andrews Bay Railway Company.....	82.00		3.14	7.03	31.35	123.52
Atlantic Coast Line Railroad Company.....	5,451.97	699.67	386.08	413.26	875.29	7,826.27
Florida East Coast Railway Company.....	571.44	326.87	140.92	68.98	117.37	1,225.58
Georgia and Florida Railroad.....	359.64		12.34	53.91	11.19	437.08
Georgia, Southern & Florida Railway Company.....	396.91	8.19	42.69	35.88	71.42	555.09
Jacksonville Terminal Company.....					50.71	50.71
Live Oak, Perry & Gulf Railroad Company.....	58.37			13.66		72.03
Louisville & Nashville Railroad Company.....	4,778.25	582.46 (1)	693.36	637.19	1,260.10	7,951.36
St. Johns River Terminal Company.....					52.52	52.52
St. Louis-San Francisco Railway Company.....	4,634.57	130.55	542.00	503.96	700.08	6,511.16
Seaboard Air Line Railroad Company.....	4,146.35	102.38	579.97	524.50	532.43	5,885.63
Tampa Union Station Company.....	(2)					
Tavares and Gulf Railroad Company.....	37.71		1.97	3.49		43.17
The Marianna & Blountstown Railroad Company.....	29.00				4.75	33.75
The South Georgia Railway Company.....	77.48			12.62		90.10
Trans-Florida Central Railroad Company.....	10.79				2.01	12.80
<b>Total.....</b>	<b>20,733.60</b>	<b>1,850.12</b>	<b>2,402.47</b>	<b>2,290.05</b>	<b>3,710.07</b>	<b>31,026.31</b>

(1) Includes 3.72 miles other main track.

(2) Tracks used jointly by railroads entering Tampa, Florida.

## STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950

## RAIL-LINE OPERATIONS—ENTIRE COMPANY

NAME OF COMPANY	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Revenue Per Passenger Carried	Total Tons Revenue Freight Hauled	Average Miles Per Ton Hauled	Average Revenue per Ton Hauled
Apalachicola Northern Railroad Company.....	4,011	36.21	\$ .72	715,280	89.94	\$ 1.44
Atlanta & St. Andrews Bay Railway Company.....	16,529	65.88	1.19	2,370,047	73.16	1.23
Atlantic Coast Line Railroad Company.....	2,069,325	329.58	7.99	38,299,630	195.31	2.74
Florida East Coast Railway Company.....	783,398	298.27	7.81	4,354,505	186.52	4.07
Georgia & Florida Railroad.....	1,072	9.80	.07	1,872,358	106.21	1.57
Georgia, Southern & Florida Railway Company.....	173,342	178.08	4.93	2,847,708	152.56	2.16
Jacksonville Terminal Company.....	(N.A.)					
Live Oak, Perry & Gulf Railroad Company.....	2,170	19.70	.32	311,962	27.81	1.22
Louisville & Nashville Railroad Company.....	2,624,955	194.84	4.78	68,283,021	219.93	2.58
St. Johns River Terminal Company.....	(N.A.)					
St. Louis-San Francisco Railway Company.....	1,081,032	228.17	5.59	28,847,337	261.75	3.42
Seaboard Air Line Railroad Company.....	1,423,636	402.97	9.85	39,723,495	208.01	2.77
Tampa Union Station Company.....	(N.A.)					
Tavares and Gulf Railroad Company.....				120,100	27.88	1.83
The Marianna & Blountstown Railroad Company.....				60,806	24.29	.96
The South Georgia Railway Company.....	6,097	.14	.32	232,922	30.73	1.23
Trans-Florida Central Railroad Company.....	645	10.79	.20	5,920	10.79	1.06

N.A.—Not applicable.



**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA**

NAME OF COMPANY	Miles of Road Owned Florida	Expenditures for Road	Expenditures for Equipment	General Expenditures	Unassigned Expenditures	Total Expenditures
Apalachicola Northern Railroad Company.....	98.68	\$ 2,630,613	\$ 508,595	\$ 107,603	\$ .....	\$ 3,246,811
Atlanta & St. Andrews Bay Railway Company.....	66.00	3,019,338	1,146,591	62,572	.....	4,228,501
Atlantic Coast Line Railroad Company.....	1,774.15	79,701,768	37,733,155	1,523	.....	117,436,446
Florida East Coast Railway Company.....	566.30	69,997,065	23,515,825	1,053,489	.....	94,566,379
Georgia & Florida Railroad.....	12.71	177,824	71,618	178*	.....	249,264
Georgia, Southern & Florida Railway Company.....	152.42	3,196,435	840,958	183,161	.....	4,220,554
Jacksonville Terminal Company.....	40.04	3,746,168	870,382	88,146	822,740	5,527,436
Live Oak, Perry & Gulf Railroad Company.....	58.37	70,165*	200,733	19,141*	1,383,065	1,494,492
Louisville & Nashville Railroad Company.....	241.79	493,285	4,402,847	1,004*	7,786,110	12,681,238
St. Johns River Terminal Company.....	39.47	2,221,565	174,429	4,236	.....	2,400,230
St. Louis-San Francisco Railway Company.....	47.53	3,665,313	828,909	73,865	.....	4,568,087
Seaboard Air Line Railroad Company.....	1,459.73	14,765,975	38,357,985	134,058*	70,566,308	123,556,210
Tampa Union Station Company.....	2.19	276,594	.....	17,601	.....	294,195
Tavares and Gulf Railroad Company.....	34.32	319,139	350	19,000*	576,039	876,528
The Marianna & Blountstown Railroad Company.....	29.00	225,369	73,621	4,155	.....	303,145
The South Georgia Railway Company.....	40.49	13,596	32,350	.....	315,774	361,720
Trans-Florida Central Railroad Company.....	10.68	92,946	1,055	3,760	.....	97,761
Total.....	4,673.87	\$ 184,472,828	\$ 108,759,403	\$ 1,426,730	\$ 81,450,036	\$ 376,108,997

\* Denotes credit item.

**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**OPERATING REVENUES—STATE OF FLORIDA**

NAME OF COMPANY	TRANSPORTATION RAIL LINE										
	Freight	Passenger	Baggage	Mail	Express	Switching	All Other	Total	Incidental Revenues	Joint Facility Revenues	Total Railway Operating Revenues
Apalachicola Northern Railroad Company.....	\$ 1,026,985	\$ 2,873	\$ 3	\$ 39,946	\$ 5,723	\$ 103	\$.....	\$ 1,075,633	\$ 34,232	\$.....	\$ 1,109,865
Atlanta & St. Andrews Bay Railway Company	2,413,199	16,016	55	35,597	21,955	14,112	203	2,501,137	6,366	.....	2,507,503
Atlantic Coast Line Railroad Company.....	24,031,095	2,124,741	19,942	1,074,663	722,762	268,687	41,301	28,283,191	1,646,293	58,493	29,987,977
Florida East Coast Railway Company.....	17,722,150	6,118,322	39,695	1,391,210	431,915	40,148	121,184	25,864,624	1,002,220	23,514	26,890,358
Georgia and Florida Railroad.....	25,476	27	.....	.....	150	811	.....	26,464	703	.....	27,167
Georgia Southern & Florida Railway Company	1,118,973	120,616	100	77,223	9,177	959	1,903	1,328,951	21,373	2,616	1,352,940
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....	.....	115,280	115,280*	.....
Live Oak, Perry and Gulf Railroad Company.....	382,043	703	.....	8,597	1,974	268	.....	393,585	5,766	.....	399,351
Louisville & Nashville Railroad Company.....	2,547,510	357,562	1,481	242,715	60,202	27,092	1,874	3,238,436	137,072	.....	3,375,508
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	665,086	.....	665,086	7,730	48	672,864
St. Louis-San Francisco Railway Company.....	331,056	10,272	48	27,111	5,708	100,548	964	475,707	38,644	.....	514,351
Seaboard Air Line Railroad Company.....	36,212,175	4,511,866	17,450	1,137,460	552,719	351,963	135,956	42,919,589	1,957,166	41,258	44,918,013
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....	.....	18,612	18,612*	.....
Tavares and Gulf Railroad Company.....	220,071	.....	.....	.....	995	764	.....	221,830	753	.....	222,583
The Marianna & Blountstown Railroad Co.....	68,558	.....	.....	3,797	1,796	403	.....	64,554	2,049	.....	66,603
The South Georgia Railway Company.....	159,129	736	.....	5,555	290	99	.....	165,809	4,492	.....	170,301
Trans-Florida Central Railroad Company.....	6,261	129	.....	1,740	.....	.....	.....	8,130	329	.....	8,459
Total.....	\$ 86,254,681	\$13,263,863	\$ 78,774	\$4,045,614	\$1,815,366	\$1,471,043	\$ 303,385	\$107,232,726	\$4,999,080	\$ 7,963*	\$112,223,843

\* Denotes debit items.

**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**OPERATING EXPENSES—STATE OF FLORIDA**

NAME OF COMPANY	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Trans- portation Expenses	Mis- cellaneous Expenses	General Expenses	Total Operating Expenses
Apalachicola Northern Railroad Company.....	\$ 299,858	\$ 99,657	\$ 16,886	\$ 182,545	\$.....	\$ 41,346	\$ 640,292
Atlanta & St. Andrews Bay Railroad Company.....	310,659	183,248	71,648	497,542	298	117,174	1,180,569
Atlantic Coast Line Railroad Company.....	5,214,258	4,994,839	764,075	11,154,506	358,371	878,787	23,364,836
Florida East Coast Railway Company.....	5,274,348	4,781,940	765,447	9,601,705	972,126	969,244	22,364,810
Georgia and Florida Railroad.....	16,065	5,911	1,238	25,778	.....	3,152	52,144
Georgia Southern & Florida Railway Company.....	414,878	105,415	16,397	493,105	23,610	20,045	1,073,450
Jacksonville Terminal Company.....	(N.A.)	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	117,814	49,525	6,706	76,339	.....	29,601	279,985
Louisville and Nashville Railroad Company.....	857,850	861,363	66,334	1,951,465	2,201	138,641	3,877,854
St. Johns River Terminal Company.....	100,431	28,533	.....	354,768	.....	6,342	490,074
St. Louis-San Francisco Railway Company.....	77,998	83,283	12,926	183,784	4,114	17,544	379,649
Seaboard Air Line Railroad Company.....	6,915,885	7,420,667	1,262,263	15,273,583	747,334	1,130,717	32,750,449
Tampa Union Station Company.....	(N.A.)	.....	.....	.....	.....	.....	.....
Tavares and Gulf Railroad Company.....	76,947	14,681	2,660	76,999	.....	9,029	180,316
The Marianna and Blountstown Railroad Company.....	25,105	8,767	2,212	18,379	.....	2,188	56,651
The South Georgia Railway Company.....	68,087	11,750	1,864	39,022	.....	8,141	128,864
Trans-Florida Central Railroad Company.....	1,819	175	.....	4,564	.....	1,323	7,881
Total.....	\$19,772,002	\$18,649,754	\$ 2,990,656	\$39,934,084	\$ 2,108,054	\$ 3,373,274	\$86,827,824

N.A.—Not applicable.

**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**MILEAGE OPERATED (Exclusive of Yard Tracks)—STATE OF FLORIDA**

NAME OF COMPANY	Line Owned —Main Line	Lines Owned —Branches and Spurs	Lines of Proprietary Companies	Lines Operated under Lease	Lines Operated under Contract	Lines Operated under Track- age Rights	Total Mileage Operated	New Lines Constructed during Year
Apalachicola Northern Railroad Company.....	95.62	3.06				.44	99.12	
Atlanta & St. Andrews Bay Railway Company.....	66.00						66.00	
Atlantic Coast Line Railroad Company.....	1,081.24	692.91	95.07			9.85	1,879.07	
Florida East Coast Railway Company.....	425.09	141.21			5.14		571.44	
Georgia and Florida Railroad.....	12.71						12.71	
Georgia, Southern & Florida Railway Company.....	152.42					4.81	157.23	
Jacksonville Terminal Company.....	40.04					10.67	50.71	
Live Oak, Perry & Gulf Railroad Company.....	45.64	12.73					58.37	
Louisville & Nashville Railroad Company.....	204.71	37.08				.98	242.77	
St. Johns River Terminal Company.....	39.47					13.05	52.52	
St. Louis-San Francisco Railway Company.....	45.19	2.34					47.53	
Seaboard Air Line Railroad Company.....	1,398.40	61.33		95.21		3.36	1,558.30	
Tampa Union Station Company.....	(1)							
Tavares and Gulf Railroad Company.....	34.32					3.39	37.71	
The Marianna and Blountstown Railroad Company.....	29.00						29.00	
The South Georgia Railway Company.....	40.49						40.49	
Trans-Florida Central Railroad Company.....	10.68					.11	10.79	
Total.....	3,721.02	950.66	95.07	95.21	5.14	46.66	4,913.76	

(1) Tracks used jointly by railroads entering Tampa, Florida.

**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**TONS OF REVENUE FREIGHT CARRIED—STATE OF FLORIDA**

NAME OF COMPANY	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufacture and Miscellaneous	Merchandise All L.C.L. Freight	Forwarder Traffic (C.L.)	Grand Total
Apalachicola Northern Railroad Company . . . . .		1,031	6,855	549,955	155,918	1,521		715,280
Atlanta & St. Andrews Bay Railway Company . . . . .	37,440	1,041	113,062	1,427,625	784,962	5,700		2,369,830
Atlantic Coast Line Railroad Company . . . . .	1,860,126	98,938	11,064,067	2,033,704	3,938,631	95,731	27,012	19,118,209
Florida East Coast Railway Company . . . . .	1,121,403	111,637	869,248	586,131	1,566,098	58,518	41,470	4,354,505
Georgia and Florida Railroad . . . . .	1,823	133	28,842	29,780	25,053	490		86,121
Georgia, Southern & Florida Railway Company . . . . .	71,973	28,927	262,347	369,132	771,628	24,944	5,681	1,534,632
Jacksonville Terminal Company . . . . .	(N.A.)							
Live Oak, Perry & Gulf Railroad Company . . . . .	7,210		101,748	168,512	33,627	865		311,962
Louisville & Nashville Railroad Company . . . . .	48,336	6,771	474,358	866,858	705,575	27,882	10,461	2,140,241
St. Johns River Terminal Company . . . . .	(N.A.)							
St. Louis-San Francisco Railway Company . . . . .	23,627	3,428	19,444	208,825	333,315	3,462	10	592,111
Seaboard Air Line Railroad Company . . . . .	909,188	93,683	13,334,993	2,514,991	3,681,275	86,569	84,865	20,705,564
Tampa Union Station Company . . . . .	(N.A.)							
Tavares and Gulf Railroad Company . . . . .	59,187		26,233	8,879	25,602	199		120,100
The Marianna & Blountstown Railroad Co. . . . .	1,986		5,756	39,437	12,898	720		60,806
The South Georgia Railway Company . . . . .	9,442		26,487	112,740	19,139	177		167,985
Trans-Florida Central Railroad Company . . . . .			214	1,182	4,415	109		5,920
<b>Total . . . . .</b>	<b>4,151,741</b>	<b>345,589</b>	<b>26,333,654</b>	<b>8,917,751</b>	<b>12,058,136</b>	<b>306,896</b>	<b>169,499</b>	<b>52,283,266</b>

N.A.—Not applicable.



**STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1950**  
**TONS OF REVENUE FREIGHT ORIGINATED, TERMINATED AND CARRIED**

NAME OF COMPANY	SYSTEM			STATE OF FLORIDA		
	Carload Tons Originated	Carload Tons Terminated	Carload Tons Carried	Carload Tons Originated	Carload Tons Terminated	Carload Tons Carried
Apalachicola Northern Railroad Company.....	254,365	524,427	713,759	254,365	524,427	713,759
Atlanta & St. Andrews Bay Railway Company.....	668,012	1,775,933	2,364,347	660,683	1,716,822	2,364,130
Atlantic Coast Line Railroad Company.....	24,526,368	23,925,758	37,959,403	13,567,605	12,398,568	19,022,478
Florida East Coast Railway Company.....	1,939,955	2,832,446	4,295,987	1,939,955	2,832,446	4,295,987
Georgia and Florida Railroad.....	704,674	549,462	1,863,255	11,353	12,075	85,631
Georgia, Southern & Florida Railway Company.....	1,168,695	1,057,357	2,802,343	384,433	390,023	1,503,688
Jacksonville Terminal Company.....	(N.A.)					
Live Oak, Perry & Gulf Railroad Company.....	244,588	83,888	311,097	244,588	83,888	311,097
Louisville & Nashville Railroad Company.....	53,557,348	26,076,645	67,761,168	668,685	1,208,568	2,112,359
St. Johns River Terminal Company.....	(N.A.)					
St. Louis-San Francisco Railway Company.....	16,844,843	14,211,557	28,593,220	283,549	317,080	588,649
Seaboard Air Line Railroad Company.....	24,570,934	23,966,482	39,402,232	16,492,052	13,454,117	20,618,965
Tampa Union Station Company.....	(N.A.)					
Tavares and Gulf Railroad Company.....	69,838	53,241	119,801	69,838	53,241	119,901
The Marianna & Blountstown Railroad Company.....	40,245	19,832	60,077	40,245	19,832	60,077
The South Georgia Railway Company.....	98,921	68,546	232,590	66,936	34,930	167,808
Trans Florida Central Railroad Company.....	3,220	2,591	5,811	3,220	2,591	5,811

N.A.—Not applicable.



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## **Express Companies**

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**STATISTICS OF EXPRESS COMPANIES**  
**GENERAL BALANCE SHEET AT DECEMBER 31, 1950**

ASSETS	Railway Express Agency, Inc.
Real Property and Equipment.....	\$ 66,590,895
Miscellaneous Physical Property.....	612,057
Investments in Affiliated Companies—Stocks.....	28,500
Other investments—Bonds.....	21,000
Notes.....	5,137
Cash.....	24,233,271
Special deposits.....	1,761
Loans and notes receivable.....	1,254
Traffic balances receivable.....	198,770
Net balance transferred from agents and messengers.....	13,763,831
Miscellaneous accounts receivable.....	3,113,301
Material and supplies.....	1,172,861
Interest, dividends and rents receivable.....	2,121
Working fund advances.....	8,776
Other current assets.....	328,959
Insurance and other reserve funds.....	1,306,108
Other deferred assets.....	19,086
Rents and insurance premiums paid in advance.....	322,261
Taxes paid in advance.....	358,193
Other unadjusted debits.....	1,018,849
Grand total.....	\$ 113,106,991
LIABILITIES	
Capital stock.....	\$ 100,000
Funded debt unmatured.....	28,608,570
Equipment obligations—Refrigerator cars.....	3,246,497
Traffic balances payable.....	13,686
Audited accounts and wages unpaid.....	13,368,524
Miscellaneous accounts payable.....	9,596,269
Matured interest, dividends and rents unpaid.....	50
Miscellaneous advances payable.....	6,220
Unpaid money orders, checks and drafts.....	3,687,430
Express privilege liabilities.....	12,439,589
Estimated tax liability.....	3,195,718
Unmatured interest, dividends and rents payable.....	119,202
Other current liabilities.....	716,696
Other deferred liabilities.....	
Operating and insurance reserves.....	1,771,320
Accrued depreciation—Buildings and equipment.....	35,862,681
Accrued depreciation—Miscellaneous physical property.....	115,536
Other unadjusted credits.....	259,003
Grand total.....	\$ 113,106,991

**STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1950**  
**INVESTMENT IN REAL PROPERTY AND EQUIPMENT—**  
**ENTIRE LINE AND STATE OF FLORIDA**

NAME OF ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Land.....	\$ 5,632,443	\$ 203,654
Buildings and appurtenances on land owned.....	7,565,095	179,678
Buildings and appurtenances on land not owned.....	5,279,465	728,919
Improvements to buildings not owned.....	203,721	1,997
Cars.....	8,517,257	.....
Automobiles.....	29,066,230	672,673
Office furniture and equipment.....	2,949,359	189,642
Office safes.....	411,204	9,047
Trucks.....	3,296,528	131,613
Garage equipment.....	483,343	5,588
Line equipment.....	210,836	.....
Shop equipment.....	378,880	5,901
Miscellaneous equipment.....	10,771	240
Minor equipment.....	2,585,763	.....
Total real property and equipment.....	\$ 66,590,895	\$ 2,128,952
Depreciation reserve—Buildings and equipment.....	\$ 35,962,681	\$ 1,127,338

**STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1949**  
**PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY**

I T E M	RAILWAY EXPRESS AGENCY, INC.	
	Debit	Credit
Credit balance transferred from income.....	\$ .....	\$ 70,120
Profit on real property and equipment sold.....	.....	2,850
Unrefundable overcharges.....	.....	96,291
Miscellaneous profit and loss credits.....	.....	.....
Debit balance transferred from income.....	.....	.....
Loss on land sold.....	13,062	.....
Miscellaneous profit and loss debits.....	156,199	.....
Total.....	\$ 169,261	\$ 169,261



**STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—ENTIRE COMPANY**

I T E M	Railway Express Agency, Inc.
<b>OPERATING INCOME</b>	
Charges for transportation.....	\$ 314,807,820
Express privileges—Debit.....	97,177,803
Revenue from transportation.....	\$ 217,630,017
Revenue from operations other than transportation.....	5,030,949
Total operating revenues.....	\$ 222,660,966
Operating expenses.....	207,053,524
Net operating revenue.....	\$ 15,607,442
Uncollectible revenue from transportation.....	33,818
Express taxes.....	14,137,053
Operating income.....	\$ 1,436,571
<b>OTHER INCOME</b>	
Rent from real property and equipment used jointly.....	\$ 6,366
Net income from miscellaneous physical property.....	23,041
Separately operated properties—Profit.....	975
Income from funded securities.....	165
Income from unfunded securities and accounts.....	32,316
Income from sinking and other reserve funds.....	984,541
Miscellaneous income.....	
Total other income.....	\$ 1,047,404
Gross income.....	\$ 2,483,975
<b>DEDUCTIONS FROM GROSS INCOME</b>	
Miscellaneous taxes.....	\$ 13,221
Separately operated properties—Loss.....	67,661
Interest on funded debt.....	1,487,553
Interest on unfunded debt.....	819,485
Miscellaneous income debits.....	25,935
Total deductions from gross income.....	\$ 2,413,855
Income balance transferred to Profit and Loss.....	\$ 70,120

## STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1950

## OPERATING REVENUES—

## ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
TRANSPORTATION		
Express domestic.....	\$ 311,529,713	\$ .....
Miscellaneous.....	3,278,107	.....
Total transportation.....	\$ 314,807,820	\$ 6,496,827
Contract payments—Express privilege—Dr.....	97,177,803	2,202,867
Revenue from transportation.....	\$ 217,630,017	\$ 4,293,960
OPERATIONS OTHER THAN TRANSPORTATION		
Customs brokerage fees.....	\$ 643,743	\$ .....
Order and commission.....	7,263	.....
Rents of buildings and other property.....	154,533	.....
C.O.D. checks.....	2,238,385	.....
Miscellaneous.....	1,987,025	129,622
Total other than transportation.....	\$ 5,030,949	\$ 129,622
Total operating revenues.....	\$ 222,660,966	\$ 4,423,582

## STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1950

## OPERATING EXPENSES—

## ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Maintenance.....	\$ 8,367,195	\$ 173,711
Traffic.....	3,164,247	65,693
Transportation.....	186,502,856	3,871,952
General.....	9,019,226	187,248
Total operating expenses.....	\$ 207,053,524	\$ 4,298,604
Ratio of operating expenses to operating revenues.....	92.99%	97.17%

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## **Sleeping Car Companies**

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**STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET—ENTIRE COMPANY—**  
**AT DECEMBER 31, 1950**

ASSETS	The Pullman Company
Investment in sleeping car property.....	\$ 80,825,852
Accrued depreciation—Sleeping car property.....	67,728,328*
Capital and other reserve funds.....	7,000,000
Cash.....	6,480,352
Temporary cash investments.....	67,975
Special deposits.....	24,567
Loans and bills receivable.....	710,484
Traffic accounts receivable.....	5,124,429
Miscellaneous accounts receivable.....	17,639,317
Material and supplies.....	119,310
Interest and dividends receivable.....	14,197,684
Accrued accounts receivable.....	20,848
Other current assets.....	17,301,672
Working fund advances.....	142,642
Insurance and other funds.....	1,204,643
Prepayments.....	
Other deferred debits.....	
Grand total.....	\$ 83,131,447
LIABILITIES	
Capital stock.....	\$ 7,313,500
Long-term debt.....	
Unused tickets.....	2,405,581
Notes payable.....	
Traffic accounts payable.....	736,584
Audited accounts and wages payable.....	3,664,460
Miscellaneous accounts payable.....	4,173,169
Accrued accounts payable.....	9,122,433
Taxes accrued.....	2,866,024
Other current liabilities.....	1,410
Insurance reserves.....	107,932
Other deferred credits.....	16,263,459
Unearned surplus.....	11,700,000
Earned surplus—Unappropriated.....	24,776,895
Grand total.....	\$ 83,131,447

\* Denotes contra item.

**STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1950**  
**OPERATING REVENUES AND EXPENSES—**  
**ENTIRE COMPANY AND STATE OF FLORIDA**

NAME OF ACCOUNT	THE PULLMAN COMPANY	
	Entire Company	State of Florida
<b>OPERATING REVENUES</b>		
Standard sleeping car berth revenue.....	\$ 90,488,332	\$ 2,348,170
Tourist sleeping car berth revenue.....	2,884,929	4,607
Standard sleeping car seat revenue.....	1,575,453	53,850
Tourist sleeping car seat revenue.....	4,517	
Parlor car seat revenue.....	2,320,275	
Other car seat revenue.....	939	
Charter of: Standard sleeping cars.....	2,191,114	3,238
Tourist sleeping cars.....	151,657	242
Other cars.....	13,417	281
Rental of cars to carriers.....	177,907	
Commissary revenue in sleeping cars.....	2,884,585	20,389
Commissary revenue in other cars.....	1,063,270	
Miscellaneous revenue.....	217	
Total operating revenues.....	\$ 103,756,612	\$ 2,430,777
<b>OPERATING EXPENSES</b>		
Total car maintenance.....	\$ 39,144,570	\$ 562,667
Total car ownership.....	16,108,864	276,809
Total car operation.....	60,752,558	1,251,554
Total commissary operations.....	3,671,819	18,363
Total operating expenses.....	\$ 119,677,811	\$ 2,109,193



**STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1950**  
**OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY**

ITEM	DISTRIBUTION BY CARS				
	Total	Standard Sleeping Cars	Tourist Sleeping Cars	Parlor Cars	Other Cars
Revenue passengers carried:					
Berth.....	12,763,737	12,225,595	538,142		
Seat.....	2,842,738	1,029,428	3,410	1,809,185	715
Total.....	15,606,475	13,255,023	541,552	1,809,185	715
Revenue from revenue passengers carried:					
Berth.....	\$ 93,373,262	\$ 90,488,333	\$ 2,884,929	\$	\$
Seat.....	\$ 3,901,184	\$ 1,576,392	\$ 4,517	\$ 2,320,275	\$
Non-revenue passengers carried (estimated).....	261,610	225,451	9,302	26,847	10
Revenue passenger-miles.....	10,557,702,881	9,625,297,487	628,962,599	303,442,795	
Car-miles.....	850,018,795	792,748,854	34,316,916	22,418,798	534,227
Car-days.....	1,409,973	1,296,133	50,452	62,739	649
Revenue from sleeping car operations.....	\$103,756,612	\$ 97,255,523	\$ 3,097,413	\$ 3,323,019	\$ 80,657
Expenses of sleeping car operations.....	\$119,677,811				
AVERAGES					
Revenue per revenue passenger carried:					
Berth.....	\$ 7.32	\$ 7.40	\$ 5.36	\$	\$
Seat.....	\$ 1.37	\$ 1.53	\$ 1.32	\$ 1.28	\$
Revenue passengers carried per car per day.....	11.07	10.23	10.73	28.84	1.10
Revenue per car-mile.....	\$ .12206	\$ .12298	\$ .09026	\$ .14822	\$ .15098
Revenue per car-day.....	\$ 73.58766	\$ 75.03514	\$ 61.39329	\$ 52.96576	\$ 124.27889
Expenses per car-mile.....	\$ .14079				
Expenses per car-day.....	\$ 84.87951				
Revenue per revenue passenger-mile.....	\$ .00921	\$ .00956	\$ .00459	\$ .00765	\$
Car-miles per car-day.....	602.86	611.63	680.19	357.33	836.04
Car-miles per mile of trackage operated over.....	7,985.60	7,497.51	2,890.58	4,794.44	837.35

\* Figures not available by classes of cars.

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## **Boat Line Operations**

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**STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET AT DECEMBER 31, 1950**

ASSETS	Kinzie Brothers Steamer Line
Cash.....	\$ 7,234
Special cash deposits.....	
Notes receivable.....	3,607
Accounts receivable.....	1,348
Materials and supplies.....	7,763
Other investments.....	49,318
Floating equipment.....	27,168
Terminal property and equipment.....	20,805*
Depreciation reserve—Transportation property.....	19,367
Land and land rights.....	67,026
Non-carrier physical property.....	35,886*
Depreciation reserve—Non-carrier physical property.....	
Prepayments.....	
Other deferred debits.....	
Total assets.....	\$ 126,140
LIABILITIES	
Notes payable.....	\$ 3,597
Accounts payable.....	
Accrued taxes.....	
Capital stock.....	
Premiums and assessments on capital stock.....	
Proprietorial capital.....	122,543
Earned surplus—Unappropriated.....	
Total liabilities.....	\$ 126,140

\* Denotes contra entry.

**STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—ENTIRE COMPANY**

I T E M	Kinzie Brothers Steamer Line
<b>WATER-LINE OPERATING INCOME</b>	
Water-line operating revenues.....	\$ 61,335
Water-line operating expenses.....	33,860
Net revenue from water-line operations.....	\$ 27,475
Water-line tax accruals.....	4,793
Net revenue less taxes from water-line operations.....	\$ 22,682
<b>OTHER INCOME</b>	
Income from non-carrier operations.....	\$ 28,500
Interest income.....	
Miscellaneous income.....	2,415
Total other income.....	\$ 30,915
Total income.....	\$ 53,597
<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>	
Expenses of non-carrier operations.....	\$ 37,269
Uncollectible accounts.....	251
Miscellaneous income charges.....	409
Total income deductions.....	\$ 37,929
Net income before fixed charges.....	\$ 15,668
Fixed charges.....	
Net income before provision for income taxes.....	\$ 15,668
Income taxes.....	
Net income transferred to surplus.....	\$ 15,668

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## **Telegraph-Cable Companies**

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## STATISTICS OF TELEGRAPH-CABLE COMPANIES—

## CALENDAR YEAR 1950

## GENERAL BALANCE SHEET AT DECEMBER 31, 1950

ASSETS	Western Union Telegraph Company
Total communication plant.....	\$ 181,732,996
Total investment and funds.....	13,839,906
Total current assets.....	59,470,727
Prepayments.....	1,149,528
Deferred charges.....	9,678,026
Total assets.....	\$ 265,871,183
LIABILITIES	
Long-term debt.....	\$ 55,922,171
Current liabilities.....	38,703,077
Provisions for future settlements.....	13,199,082
Deferred credits.....	1,127,685
Capital stock.....	104,835,551
Capital surplus.....	1,163,350
Unappropriated earned surplus.....	50,920,267
Total liabilities.....	\$ 265,871,183

## STATISTICS OF TELEGRAPH-CABLE COMPANIES—

## CALENDAR YEAR 1950

## EARNED SURPLUS ACCOUNT—ENTIRE COMPANY

ITEM	Western Union Telegraph Company
Unappropriated earned surplus at beginning of year.....	\$ 44,443,394
Balance transferred from income account.....	8,935,845
Total credits.....	\$ 53,379,239
Dividend appropriation of earned surplus.....	\$ 2,458,972
Total debits.....	\$ 2,458,972
Unappropriated earned surplus at end of year.....	\$ 50,920,267

**STATISTICS OF TELEGRAPH-CABLE COMPANIES—  
CALENDAR YEAR 1950  
INCOME ACCOUNT—ENTIRE COMPANY**

I T E M	Western Union Telegraph Company
Telegraph and cable operating revenues .....	\$ 186,509,206
<b>OPERATING REVENUE DEDUCTIONS</b>	
Operating expenses .....	\$ 152,585,013
Depreciation .....	11,143,101
Amortization—Intangible operated plant .....	574,547
Extraordinary plant losses .....	2,025,000
Social security taxes—Operating .....	3,029,755
Other taxes—Operating .....	3,564,929
Uncollectible revenues .....	334,275
Telephone and radio-telephone—Operating revenue deductions .....	21,534
Total operating revenue deductions .....	\$ 173,278,154
Net operating revenues .....	\$ 13,231,052
<b>ORDINARY INCOME—NON-COMMUNICATION</b>	
Income from merchandizing, jobbing, and contracting .....	\$ 53,657
Dividend income .....	417,697
Interest income .....	499,613
Income from debt redemption and other funds .....	183,710
Gain or loss on foreign currency exchange .....	136,198
Other non-communication income .....	20,554
Total ordinary income non-communication .....	\$ 1,311,429
Gross ordinary income .....	\$ 14,542,481
<b>DEDUCTIONS FROM ORDINARY INCOME</b>	
Rent for lease of operated plant .....	\$ 1,696,975
Interest on long-term debt .....	2,804,502
Interest charged to construction—Cr. ....	77,674
Other interest charges .....	54,223
Miscellaneous taxes .....	6,805
Other deductions from ordinary income .....	201,874
Total deductions from ordinary income .....	\$ 4,686,705
Net ordinary income .....	\$ 9,855,776
<b>EXTRAORDINARY INCOME</b>	
Extraordinary current income credits .....	\$ 758,329
Delayed income credits .....	2,031,307
Extraordinary current income charges .....	275,513
Delayed income charges .....	898,054
Total extraordinary income—Cr. ....	\$ 1,616,069
Net income accounted for during year .....	\$ 11,471,845
Income taxes .....	2,536,000
Income balance transferred to earned surplus .....	\$ 8,935,845

**STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1950**  
**OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA**

ITEM	WESTERN UNION TELEGRAPH COMPANY			
	Entire Company	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Total wire-telegraph transmission revenue.....	\$ 156,282,103	\$ 932,211	\$ 3,771,194	\$ 4,703,405
Total ocean-cable transmission revenue.....	7,775,302			
Terminal Commission revenue.....	10,183			
Wire-telegraph non-transmission revenue.....	21,701,594	223,745	178,785	402,530
Ocean-cable non-transmission revenue.....	740,024			
Total operating revenue.....	\$ 186,509,206	\$ 1,155,956	\$ 3,949,979	\$ 5,105,935
OPERATING EXPENSES				
Maintenance expenses.....	\$ 23,292,199	\$.....	\$.....	\$ 642,789
Conducting operations expenses.....	121,070,641			3,411,928
General expenses.....	5,603,654			519,536*
Administrative expenses.....	2,618,519			
Total operating expenses.....	\$ 152,585,013	\$.....	\$.....	\$ 4,574,251
Ratio of operating expenses to revenue.....	81.81%			89.58%

\* General and administrative combined.

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## **Telephone Companies**

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**STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1950**  
**NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—**  
**ALL COMPANIES**

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
Callahan Telephone & Telegraph Co. . . . . Cottondale Telephone Co. . . . . Florida Telephone Corp. . . . .	Callahan, Fla. . . . . Cottondale, Fla. . . . . Ocala, Fla. . . . .	Callahan . . . . .	77	97	7			181
		Hilliard . . . . .	30	43	1			74
		Cottondale . . . . .	97		3			100
		Alachua . . . . .	120	41	16			177
		Apopka . . . . .	353	209	100		93	755
		Branford . . . . .	38	1				39
		Bushnell . . . . .	120	80	23			223
		Clermont . . . . .	305	65	55			425
		Crescent City . . . . .	201	49	18			268
		Crystal River . . . . .	78	30		7	42	157
		Dade City . . . . .	748	305	101		122	1,276
		Eustis . . . . .	777	232	155		16	1,180
		Groveland . . . . .	66	17	13		7	103
		Hastings . . . . .	134	106	31			271
		High Springs . . . . .	308	39	25	4		376
		Inverness . . . . .	228	56	15			299
		Jasper . . . . .	299	6	17	1		323
		Kissimmee . . . . .	621	105	83		39	848
		Lake Butler . . . . .	81	16	4	1		102
		Leesburg . . . . .	1,322	594	375		58	2,349
		Live Oak . . . . .	877	34	106		121	1,138
		Mayo . . . . .	87		3			90
		Mount Dora . . . . .	549	207	106	5	131	998
		Ocala . . . . .	2,532	941	669		315	4,457
		St. Cloud . . . . .	198	16	15	3		232
		Tavares . . . . .	252	85	69		10	416
		Umatilla . . . . .	212	45	36			293
		White Springs . . . . .	60		6			66
		Wildwood . . . . .	194	77	21			292
		Williston . . . . .	218	22	18			258
		Winter Garden . . . . .	728	382	154		10	1,274
Gulf Telephone Co. . . . . Inter-County Telephone & Telegraph Co. . . . .	Perry, Fla. . . . . Fort Myers, Fla. . . . .	Perry . . . . .	537	70	60		65	732
		Arcadia . . . . .	798	101	142		173	1,214
		Avon Park . . . . .	645	63	104		263	1,075
		Boca Grande . . . . .	147		47		317	511
		Bowling Green . . . . .	61	16	2			79



# STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1950

## NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION— ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
		Clewiston.....	497		62		139	698
		Everglades.....	92		43		6	141
		Fort Meade.....	347	43	24			414
		Fort Myers.....	2,840	34	544		494	3,912
		Fort Myers Beach...	189		20			209
		LaBelle.....	106		16			122
		Lake Placid.....	101		22		29	152
		Moore Haven.....	76	6	5			87
		Naples.....	306	47	86		216	655
		Okeechobee.....	321	39	48		50	458
		Punta Gorda.....	432	74	50		135	691
		Sebring.....	1,027		188		453	1,668
		Wauchula.....	709		93			802
Jarrett Communications Co.....	Zephyrhills, Fla.....	Zephyrhills.....	151	33	15			199
Macleenny Telephone Co.....	Macleenny, Fla.....	Macleenny.....	133	27	4			164
Malone Telephone Co.....	Donalsonville, Ga.....	Malone.....	53	6				59
McIntosh Telephone Co.....	McIntosh, Fla.....	McIntosh.....	69	112	23			204
Molino Telephone Co., Inc.....	Molino, Fla.....	Molino.....	33	9	4			46
Orange City Telephone Co.....	Orange City, Fla.....	Orange City.....	96	28	6			130
Peninsular Telephone Co.....	Tampa, Fla.....	Auburndale.....	608		92		73	773
		Bartow.....	2,043		465		103	2,611
		Bradenton.....	5,406		808		525	6,739
		Clearwater.....	8,004		1,268		1,717	10,989
		Frostproof.....	463		55		20	538
		Haines City.....	1,029		180		29	1,238
		Lakeland.....	9,087		1,308		652	11,047
		Lake Wales.....	1,821		468		227	2,516
		Mulberry.....	501		56		1	558
		New Port Richey.....	630				32	662
		Plant City.....	2,360		315		131	2,806
		Ruskin.....	128		18		18	164
		St. Petersburg.....	27,068		3,979		6,666	37,713
		Sarasota.....	7,158		1,306		674	9,138
		Tampa.....	44,820		8,622		4,309	57,751
		Tarpon Springs.....	1,150		157		70	1,377
		Venice.....	656		95		84	835

## STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1950

NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—  
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
Quincy Telephone Co.	Quincy, Fla.	Winter Haven.....	3,810		759		259	4,828
		Greensboro.....	49	17	5			71
St. Joseph Telephone & Telegraph Co.	Port St. Joe, Fla.	Quincy.....	1,132	202	260		45	1,639
		Altha.....	53		1			54
		Apalachicola.....	382		27			409
		Blountstown.....	351		28			379
		Carrabelle.....	56		5			61
		Chattahoochee.....	422		28			450
		Port St. Joe.....	503		50		12	565
		Wewahitchka.....	99		6			105
Sneads Telephone Co.	Sneads, Fla.	Sneads.....	102	49	9			160
Southeastern Telephone Co.	Tallahassee, Fla.	Bonifay.....	220	8	14			242
		Crawfordville.....	32	14	5			51
		Crestview.....	457	34	57			548
		DeFuniak Springs.....	537	73	98		8	716
		Destin.....						
		Fort Walton.....	390	31	56			477
		Greenville.....	63		9			72
		Madison.....	434	8	58	10	1	511
		Monticello.....	408	81	63		8	560
		St. Marks.....	38	17	5			60
		Shalimar.....	141	1	4		2	148
		Tallahassee.....	6,885	129	1,363	5	1,847	10,229
		Valparaiso.....	214	17	20		4	255
Southern Bell Telephone & Telegraph Co.		Archer.....	90	40	14			144
		Baldwin.....	67	8	6			81
		Belle Glade.....	982	31	234			1,247
		Boca Raton.....	337		62		617	1,016
		Boynton Beach.....	306		45			351
		Brooksville.....	601	58	94		48	801
		Bunnell.....	120	52	21			193
		Cantonment.....	127		4		162	293
		Cedar Keys.....	61		6			67
		Chipley.....	676	248	66		10	1,000
		Cocoa.....	1,357	116	240		157	1,870
		Cross City.....	189	16	13			218

# STATISTICS OF TELEPHONE COMPANIES—CALENDER YEAR 1950

## NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION— ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
		Daytona Beach.....	8,764	94	1,751	4	2,503	13,116
		DeLand.....	2,491	174	489	5	180	3,339
		Delray Beach.....	1,797	26	408		394	2,625
		Dunnellon.....	193	53	24			270
		Eau Gallie.....	220	23	32		33	308
		Eglin Field.....						
		Fernandina.....	1,105	36	131		134	1,406
		Fort Lauderdale.....	10,679	32	2,178		2,241	15,130
		Fort Pierce.....	2,647	269	547		355	3,818
		Gainesville.....	5,660	83	1,140	2	1,062	7,947
		Geneva.....	52		2			54
		Graceville.....	322	39	50		7	418
		Green Cove Springs.....	495	47	83		215	840
		Havana.....	262	38	43			343
		Hawthorne.....	87	29	10			126
		Hobe Sound.....	195		139		150	484
		Hollywood.....	4,900	100	786		1,616	7,402
		Homestead.....	1,502	383	285			2,170
		Jacksonville.....	51,982	714	10,526	4	9,416	72,642
		Jacksonville Beach.....	2,181		367		106	2,654
		Jay.....	125	185	4			314
		Jupiter.....						
		Keystone Heights.....	140	32	15		13	200
		Key West.....	3,089		479		1,015	4,583
		Lake City.....	1,621	167	275	21	180	2,264
		Lake Park.....	288		27		13	328
		Lake Worth.....	2,809	15	317		276	3,417
		Lynn Haven.....	236		11			247
		Mandarin.....	316	63	50			429
		Marathon.....	102		17			119
		Marianna Air Base.....						
		Melbourne.....	979	192	169		162	1,502
		Miami.....	117,656		22,768		54,328	194,752
		Micanopy.....	40	30	6			76
		Milton.....	598	91	55	6	167	917
		Newberry.....	86		2			88

**STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1950**  
**NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—**  
**ALL COMPANIES**

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
		New Smyrna.....	1,296	116	175		11	1,598
		North Dade.....	970	87	195		610	1,862
		Orange Park.....	241	107	56			404
		Orlando.....	17,067	649	3,884		2,645	24,245
		Oviedo.....	185	14	34		11	244
		Pahokee.....	688		156		4	848
		Palatka.....	1,761	260	324		168	2,513
		Panama City.....	5,348	286	831		458	6,923
		Panama City Beach.....	234		29		25	288
		Pensacola.....	13,786	695	2,412		1,333	18,226
		Perrine.....	384	80	58		26	548
		Pierson.....	170	98	25			293
		Pomona Park.....	74	70	10			154
		Pompano Beach.....	903		150		333	1,386
		Ponte Vedra.....	155	46	90		214	505
		St. Augustine.....	3,601	71	712	24	832	5,240
		Sanford.....	2,743	189	496		277	3,705
		Sebastian.....	94	103	26			223
		Stuart.....	754	99	129		123	1,105
		Titusville.....	497	26	74		12	609
		Trenton.....	143	56	12			211
		Vero Beach.....	1,270	61	253		295	1,879
		West Palm Beach.....	13,779	49	4,554		6,176	24,558
Starke Telephone Co.....	Starke, Fla.....	Starke.....	381	23	33	5	10	452
West Florida Telephone & Telegraph Co.....	Marianna, Fla.....	Marianna.....	985	108	206		156	1,455
Winter Park Telephone Co.....	Winter Park, Fla.....	Winter Park.....	3,574		598		364	4,536
Total.....			451,001	12,066	85,488	107	110,464	659,126

**STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1950**

NAME OF COMPANY	ASSETS							
	Telephone Plant	Investments in Affiliated Companies	Other Investments	Miscellaneous Physical Property	Sinking Funds	Current Assets	Prepaid Accounts and Deferred Charges	Total
Florida Telephone Corp.	\$ 4,537,399	\$ .	\$ .	\$ 76,918	\$ .	\$ 714,238	\$ 43,501	\$ 5,372,056
Gulf Telephone Co.	86,474					3,856		90,330
Inter-County Telephone & Telegraph Co.	4,563,269			1,576		488,090	38,050	5,090,985
Peninsular Telephone Co.	29,719,031		29,980	836		6,355,384	570,337	36,675,568
Quincy Telephone Co., Inc.	227,401			815		19,703	13,169	261,088
St. Joseph Telephone & Telegraph Co.	479,474			13,438		79,119	1,733	573,764
Southeastern Telephone Co.	5,320,111				500	634,977	174,251	6,329,839
Southern Bell Telephone & Telegraph Co.	866,507,899		5,290,279	235,260		57,849,615	3,597,670	933,480,723
West Florida Telephone & Telegraph Co.	143,096		250			1,734	794	145,874
Winter Park Telephone Company, Inc.	1,036,257	13,500				136,921	47,592	1,234,270
Total	\$ 912,820,411	\$ 13,500	\$ 5,320,509	\$ 328,843	\$ 500	\$66,283,637	\$ 4,487,097	\$ 989,254,497

NAME OF COMPANY	LIABILITIES							
	Stock	Long-Term Debt	Current Liabilities	Accrued Liabilities Not Due	Deferred Credits and Reserves	Surplus Reserve	Unap-propriated Surplus	Total
Florida Telephone Corp.	\$ 1,574,218	\$ 2,146,000	\$ 266,861	\$ 181,716	\$ 741,351	\$ .	\$ 458,910	5,372,056
Gulf Telephone Co.	15,000		38,472		33,114		3,744	90,330
Inter-County Telephone & Telegraph Co.	1,155,500	2,299,250	293,158	181,943	1,054,735		106,399	5,090,985
Peninsular Telephone Co.	13,535,870	8,500,000	1,687,466	1,425,736	7,716,872		3,809,624	36,675,568
Quincy Telephone Co., Inc.	100,000		56,126	3,406	64,102		37,454	261,088
St. Joseph Telephone & Telegraph Co.	50,000		121,262	9,089	195,324		198,089	573,764
Southeastern Telephone Co.	1,939,540	2,707,000	777,217	124,469	436,055		345,558	6,329,839
Southern Bell Telephone & Telegraph Co.	470,000,000	204,100,000	41,195,959	30,572,210	172,142,811	912,898	14,556,845	933,480,723
West Florida Telephone & Telegraph Co.	20,000		34,192	3,711	44,139		43,832	145,874
Winter Park Telephone Co., Inc.	334,630	600,000	86,252	16,413	138,903		49,072	1,234,270
Total	\$ 488,724,758	\$220,361,250	\$44,556,965	\$32,521,693	\$182,567,406	\$ 912,898	\$19,609,527	\$ 989,254,497



**STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY**

NAME OF COMPANY	Telephone Operating Revenues	Telephone Operating Expenses	Net Telephone Operating Revenues	Operating Taxes	Net Operating Income
Florida Telephone Corp.	\$ 1,487,032	\$ 1,011,056	\$ 475,976	\$ 200,822	\$ 275,154
Gulf Telephone Co.	33,389	30,419	2,970	1,940	1,030
Inter-County Telephone & Telegraph Co.	990,458	658,037	332,421	143,560	188,861
Peninsular Telephone Co.	9,467,291	6,154,740	3,312,551	1,564,177	1,748,374
Quincy Telephone Co., Inc.	98,360	86,206	12,154	7,209	4,945
St. Joseph Telephone & Telegraph Co.	179,873	146,061	33,812	14,086	19,726
Southeastern Telephone Co.	1,419,132	1,111,949	307,183	118,256	188,927
Southern Bell Telephone & Telegraph Co.	286,848,014	206,636,449	80,211,565	43,417,242	36,794,323
West Florida Telephone & Telegraph Co.	78,714	70,913	7,801	4,841	2,960
Winter Park Telephone Co., Inc.	269,503	173,918	95,585	32,583	63,002
Total	\$300,871,766	\$ 216,079,748	\$ 84,792,018	\$ 45,504,716	\$ 39,287,302

NAME OF COMPANY	Other Income	Miscellaneous Deductions from Income	Income Available for Fixed Charges	Fixed Charges	Net Income	Income Balance
Florida Telephone Corp.	\$ 3,068	\$ 5,048	\$ 273,174	\$ 75,996	\$ 197,178	\$ 197,178
Gulf Telephone Co.			1,030	1,485	455*	455*
Inter-County Telephone & Telegraph Co.	4,000	150	192,711	72,504	120,207	120,207
Peninsular Telephone Co.	5,654	26,334	1,727,694	302,828	1,424,866	1,424,866
Quincy Telephone Co., Inc.	1,992	31	6,906	1,936	4,970	4,970
St. Joseph Telephone & Telegraph Co.	2,983*	696	16,047	1,689	14,358	14,358
Southeastern Telephone Co.	32,172		221,099	105,764	115,335	115,335
Southern Bell Telephone & Telegraph Co.	836,053	640,155	36,990,221	5,187,262	31,802,959	31,802,959
West Florida Telephone & Telegraph Co.			2,960	1,118	1,842	1,842
Winter Park Telephone Co., Inc.	907		63,909	20,379	43,530	43,530
Total	\$ 880,863	\$ 672,414	\$ 39,495,751	\$ 5,770,961	\$ 33,724,790	\$ 33,724,790

\* Denotes Contra Item or Deficit.

**STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—CLASS "D" COMPANIES**

NAME OF COMPANY	Total Operating Revenue	Total Operating Expenses	Taxes	Miscellaneous Income	Interest and Miscellaneous Deductions	Net Income
Callahan Telephone & Telegraph Co.....	\$ 13,090	\$ 10,247	\$ .....	\$ .....	\$ .....	\$ 2,843
Cottdale Telephone Co.....	5,604	5,224	118	.....	.....	262
Jarrett Communication Co.....	13,787	14,899	.....	.....	.....	1,112*
Macclenny Telephone Co.....	10,483	9,103	364	.....	575	441
Malone Telephone Co.....	3,232	2,965	49	.....	65	153
McIntosh.....	13,954	12,198	354	.....	900	502
Molino Telephone Co.....	2,480	1,882	69	.....	297	232
Orange City Telephone Co.....	8,302	5,320	893	.....	.....	2,089
Sneads Telephone Co.....	7,966	7,295	161	.....	.....	510
Starke Telephone Co.....	17,658	17,147	940	.....	.....	429*
Total.....	\$ 96,656	\$ 86,280	\$ 2,948	\$ .....	\$ 1,837	\$ 5,491

\* Denotes Deficit.



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## **Auto Transportation Companies**

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**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET—ENTIRE COMPANY—AT DECEMBER 31, 1950**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	ASSETS						
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges
<b>BUS OPERATIONS—COMMON CARRIER</b>							
AAA Transportation Co.	\$ 8,971	\$ .	\$ .	\$ .	\$ 1,010	\$ 1,820	\$ .
Airfield Bus Lines, Inc.	128,299			450	44,210	977	
Broward Transit Co.	3,835				63		
Coast Cities Coaches, Inc.	180,840			1,000	18,323	13,931	
Davie Transit Co.	4,370						
Florida Transportation Co., Inc.	50,473				581		
Fort Lauderdale Transit Lines, Inc.	66,025				11,678	7,316	1,217
Fort Myers Transit Lines, Inc.	29,340	7,282		135	16,558		
Gulf Coast Motor Lines, Inc.	178,990			180	21,209	4,093	
Hollywood Bus Lines, Inc.	39,726				7,487	2,378	4,258
Keys Transit Co.	17,288						
Lee's Coach Lines	51,149	19,225		40	50,142	873	
Melbourne Bus Line	6,780				195		
Miami Beach Air Line Coaches	27,115			1,050	2,989		
Miami Transit Co.	958,074	1,989,218		135,041	348,257	35,651	
Ocala Transit Co., Inc.	31,375				347*		
Orlando Transit Co.	35,004	340,029		75	39,618	5,827	
Panama City Transit Co., Inc.	314,424	99,837		10	30,434	500	
Pass-a-Grille Beach Bus Line	102,145			2,966	38,813	4,033	
Peninsula Transit Co.	5,128					136	
Perry Bus Co.	4,097				2,061		
Richmond Coach Co., Inc.	23,328				1,268	505	
Riley Transportation Co.	94,998	3,362			41,192		
Southern Tours, Inc.	27,225				211	837	
Volusia Coach Co.	10,403				51		
Weaver Coach Line	1,912					55	
Total Bus Operations—Common Carrier	\$ 2,401,314	\$2,458,953	\$ .	\$ 140,947	\$ 676,003	\$ 78,932	\$ 5,475
<b>COMBINATION BUS &amp; TRUCK OPERATION</b>							
McJunkin Truck & Bus Line	\$ 97,868	\$ .	\$ .	\$ .	\$ 919*	\$ 1,751	\$ .

\* Denotes Contra Item.



**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET—ENTIRE COMPANY—AT DECEMBER 31, 1950**  
**(Gross revenue less than \$100,000 annually)**

NAME OF COMPANY	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
<b>BUS OPERATIONS—COMMON CARRIER</b>									
AAA Transportation Co.	\$ 12,800	\$	\$	\$ 500	\$	\$	\$ 787	\$ 2,286*	\$ 11,801
Airfield Bus Lines, Inc.	25,000			1,471	889		66,565	80,011	173,936
Broward Transit Co.	2,500			1,416	168		942	1,128*	3,898
Coast Cities Coaches, Inc.	120,000			174,952	7,732	1,123	49,367	139,080*	214,094
Davie Transit Co.		1,410					2,960		4,370
Florida Transportation Co., Inc.	6,076			4,359	892		30,807	8,920	51,054
Fort Lauderdale Transit Lines, Inc.	22,000		18,000	26,036	1,422		25,766	6,988*	86,236
Fort Myers Transit Lines, Inc.	25,000		3,000	171			22,171	2,973	53,315
Gulf Coast Motor Lines, Inc.	121,090		20,392	10,566	1,497		32,886	18,041	204,472
Hollywood Bus Lines, Inc.	32,000			500	171	710	30,589	10,121*	53,849
Keys Transit Co.		5,725					11,563		17,288
Lee's Coach Lines		91,033		6,686	125		23,585		121,429
Melbourne Bus Line							6,447	528	6,975
Miami Beach Air Line Coaches		9,671	4,128	4,987	3,348		9,020		31,154
Miami Transit Co.	682,435		589,647	546,875	325,966	21,833	1,816,310	516,825*	3,466,241
Ocala Transit Co., Inc.	8,252			5,524	121		20,856	3,725*	31,028
Orlando Transit Co.	14,503		97,500	45,055	9,420		222,013	32,062	420,553
Panama City Transit Co., Inc.	3,000		124,872	78,862	2,219		80,263	155,989	445,205
Pass-a-Grille Beach Bus Line			45,600	4,550			39,215	58,592	147,957
Peninsula Transit Co.	2,347			5,700			1,238	4,021*	5,264
Perry Bus Co.		1,546*		3,632	4		4,068		6,158
Richmond Coach Co., Inc.	500			787	111	22,013	1,993	303*	25,101
Riley Transportation Co.		68,197		16,325			55,030		139,552
Southern Tours, Inc.	16,800		5,000	2,343	43		10,786	6,699*	28,273
Volusia Coach Co.	5,000			2,008			6,292	2,846*	10,454
Weaver Coach Line		869			12		1,086		1,967
Total Bus Operations—Common Carrier	\$ 1,099,303	\$ 175,359	\$ 908,139	\$ 943,305	\$ 354,140	\$ 45,679	\$ 2,572,605	\$ 336,906*	\$ 5,761,624
<b>COMBINATION BUS &amp; TRUCK OPERATION</b>									
McJunkin Truck & Bus Line	\$	\$ 17,055	\$ 11,783	\$ 10,641	\$ 360	\$	\$ 58,861	\$	\$ 98,700

\* Indicates Deficit or Contra Item.

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Balance at Beginning of Year	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
<b>BUS OPERATIONS—COMMON CARRIER</b>					
AAA Transportation Co. ....	\$.....	\$ 2,286*	\$.....	\$.....	\$ 2,286*
Airfield Bus Lines, Inc. ....	76,310	2,682*	6,383	.....	80,011
Broward Transit Co. ....	.....	1,128*	.....	.....	1,128*
Coast Cities Coaches, Inc. ....	144,921*	10,021	.....	4,180	139,080*
Davie Transit Co. ....	.....	159*	.....	1,159*	.....
Florida Transportation Co., Inc. ....	15,470	3,894*	.....	2,656	8,920
Fort Lauderdale Transit Lines, Inc. ....	22,917*	15,929	.....	.....	6,988*
Fort Myers Transit Lines, Inc. ....	554*	3,527	.....	.....	2,973
Gulf Coast Motor Lines, Inc. ....	14,698	3,619	88	364	18,041
Hollywood Bus Lines, Inc. ....	4,363*	5,758*	.....	.....	10,121*
Keys Transit Co. ....	.....	10,239*	.....	10,339*	.....
Lee's Coach Lines. ....	.....	3,685*	.....	3,685*	.....
Melbourne Bus Line. ....	3,573	3,045*	.....	.....	528
Miami Beach Air Line Coaches. ....	.....	13,686	.....	13,686	.....
Miami Transit Co. ....	587,266*	62,716	27,855	20,130	516,825*
Ocala Transit Co., Inc. ....	232*	3,490*	.....	3	3,725*
Orlando Transit Co. ....	47,802	16,520*	5,463	4,683	32,062
Panama City Transit Co., Inc. ....	174,207	19,181*	1,966	1,003	155,989
Pass-a-Grille Beach Bus Line. ....	60,909	12,379	488	15,184	58,592
Peninsula Transit Co. ....	3,756*	265*	.....	.....	4,021*
Perry Bus Co. ....	.....	1,160	.....	1,160	.....
Richmond Coach Co., Inc. ....	.....	303*	.....	.....	303*
Riley Transportation Co. ....	.....	2,872	.....	2,872	.....
Southern Tours, Inc. ....	2,978*	5,921*	2,200	.....	6,699*
Volusia Coach Co. ....	1,114*	1,732*	.....	.....	2,846*
Weaver Coach Line. ....	.....	1,817	.....	1,817	.....
Total Bus Operations—Common Carrier. ....	\$ 375,132*	\$ 47,338	\$ 44,443	\$ 53,555	\$ 336,906*
<b>COMBINATION BUS &amp; TRUCK OPERATION</b>					
McJunkin Truck & Bus Line. ....	\$.....	\$ 490*	\$.....	\$ 490*	\$.....

\* Indicates Deficit or Contra Item.

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—ENTIRE COMPANY**  
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
<b>BUS OPERATIONS — COMMON CARRIER</b>									
AAA Transportation Co.....	\$ 4,771	\$ 6,046	\$ 1,275*	\$ .....	\$ 1,275*	\$ 1,011	\$ .....	\$ .....	\$ 2,286*
Airfield Bus Lines, Inc.....	144,786	131,042	13,744	.....	13,744	16,453	27	.....	2,682*
Broward Transit Co.....	3,988	4,684	696*	.....	696*	432	.....	.....	1,128*
Coast Cities Coaches, Inc.....	453,228	405,269	47,959	.....	47,959	35,424	.....	2,514	10,021
Davie Transit Co.....	400	459	59*	.....	59*	100	.....	.....	159*
Florida Transportation Co., Inc	24,007	26,563	2,556*	.....	2,556*	1,338	.....	.....	3,894*
Ft. Lauderdale Transit Lines, Inc	20,452	18,711	1,741	20,180	21,921	1,024	.....	4,968	15,929
Fort Myers Transit Lines, Inc ..	40,133	32,696	7,437	.....	7,437	3,913	117	114	3,527
Gulf Coast Motor Lines, Inc....	85,625	70,598	15,027	.....	15,027	11,996	1,560	972	3,619
Hollywood Bus Lines, Inc.....	64,349	65,835	1,486*	.....	1,486*	4,272	.....	.....	5,758*
Keys Transit Co.....	21,755	27,960	6,205*	.....	6,205*	4,134	.....	.....	10,339*
Lee's Coach Lines.....	27,608	32,971	5,363*	.....	5,363*	1,454	3,132	.....	3,685*
Melbourne Bus Line.....	546	3,541	2,995*	.....	2,995*	50	.....	.....	3,045*
Miami Beach Air Line Coaches ..	122,732	94,694	28,038	.....	28,038	13,835	.....	517	13,686
Miami Transit Co.....	248,469	298,393	49,924*	.....	49,924*	26,449	154,197	15,108	62,716
Ocala Transit Co., Inc.....	51,494	51,913	419*	.....	419*	3,071	.....	.....	3,490*
Orlando Transit Co.....	50,916	47,839	3,077	.....	3,077	5,142	8,327*	6,128	16,520*
Panama City Transit Co., Inc ..	46,081	42,662	3,419	20,960*	17,541*	3,892	4,858	2,606	19,181*
Pass-a-Grille Beach Bus Line ..	129,284	102,762	26,522	.....	26,522	12,329	.....	1,814	12,379
Peninsula Transit Co.....	5,633	5,460	173	.....	173	438	.....	.....	265*
Perry Bus Co.....	3,504	2,087	1,417	.....	1,417	257	.....	.....	1,160
Richmond Coach Co., Inc.....	16,815	16,028	787	.....	787	1,090	.....	.....	303*
Riley Transportation Co.....	73,946	64,521	9,425	.....	9,425	7,553	1,000	.....	2,872
Southern Tours, Inc.....	26,756	25,957	799	.....	799	6,517	.....	203	5,921*
Volusia Coach Co.....	12,521	14,435	1,914*	.....	1,914*	937	1,287	168	1,732*
Weaver Coach Line.....	4,634	2,564	2,070	.....	2,070	253	.....	.....	1,817
Total Bus Operations— Common Carrier.....	\$ 1,684,433	\$ 1,595,690	\$ 88,743	\$ 780*	\$ 87,963	\$ 163,364	\$ 157,851	\$ 35,112	\$ 47,338
<b>COMBINATION BUS AND TRUCK OPERATION</b>									
McJunkin Truck & Bus Line ..	\$ 59,291	\$ 53,682	\$ 5,609	\$ .....	\$ 5,609	\$ 5,488	\$ 133	\$ 744	\$ 490*

\* Indicates Loss

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**OPERATING REVENUES—ENTIRE COMPANY**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (Bus or Truck)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
<b>BUS OPERATIONS — COMMON CARRIER</b>									
AAA Transportation Co.....	\$ 4,771	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ 4,771	\$ .....	\$ 4,771
Airfield Bus Lines, Inc.....	143,320	.....	.....	.....	.....	.....	143,320	1,466	144,786
Broward Transit Co.....	3,988	.....	.....	.....	.....	.....	3,988	.....	3,988
Coast Cities Coaches, Inc.....	440,760	.....	8,398	.....	.....	.....	449,188	4,040	453,228
Davis Transit Co.....	400	.....	.....	.....	.....	.....	400	.....	400
Florida Transportation Co., Inc.	18,629	.....	578	.....	.....	.....	19,207	4,800	24,007
Ft. Lauderdale Transit Lines, Inc.	20,452	.....	.....	.....	.....	.....	20,452	.....	20,452
Fort Myers Transit Lines, Inc..	39,370	.....	55	.....	359	.....	39,784	349	40,133
Gulf Coast Motor Lines, Inc..	66,378	.....	3,508	1,020	12,394	.....	83,300	2,325	85,625
Hollywood Bus Lines, Inc.....	63,255	.....	.....	.....	.....	.....	63,255	1,094	64,349
Keys Transit Co.....	14,428	.....	6,594	.....	.....	.....	21,022	733	21,755
Lee's Coach Lines.....	27,608	.....	.....	.....	.....	.....	27,608	.....	27,608
Melbourne Bus Line.....	546	.....	.....	.....	.....	.....	546	.....	546
Miami Beach Air Line Coaches	121,214	174	253	.....	.....	.....	121,641	1,091	122,732
Miami Transit Co.....	246,051	.....	963	.....	.....	.....	247,014	1,455	248,469
Ocala Transit Co., Inc.....	47,325	.....	3,002	.....	210	.....	50,537	957	51,494
Orlando Transit Co.....	49,740	.....	1,176	.....	.....	.....	50,916	.....	50,916
Panama City Transit Co., Inc..	41,703	.....	20	.....	.....	.....	41,723	4,358	46,081
Pass-a-Grille Beach Bus Line..	127,872	.....	194	.....	.....	.....	128,066	1,218	129,284
Peninsula Transit Co.....	5,633	.....	.....	.....	.....	.....	5,633	.....	5,633
Perry Bus Co.....	3,504	.....	.....	.....	.....	.....	3,504	.....	3,504
Richmond Coach Co., Inc.....	16,815	.....	.....	.....	.....	.....	16,815	.....	16,815
Riley Transportation Co.....	71,345	.....	905	1,305	391	.....	73,946	.....	73,946
Southern Tours, Inc.....	24,102	.....	1,295	.....	.....	.....	25,397	1,359	26,756
Volusia Coach Co.....	12,521	.....	.....	.....	.....	.....	12,521	.....	12,521
Weaver Coach Line.....	900	.....	.....	3,564	170	.....	4,634	.....	4,634
<b>Total Bus Operations— Common Carrier....</b>	<b>\$ 1,612,660</b>	<b>\$ 174</b>	<b>\$ 26,941</b>	<b>\$ 5,889</b>	<b>\$ 13,524</b>	<b>\$ .....</b>	<b>\$ 1,659,188</b>	<b>\$ 25,245</b>	<b>\$ 1,684,433</b>
<b>COMBINATION BUS AND TRUCK OPERATION</b>									
McJunkin Truck & Bus Line...	\$ 27,372	\$ 5	\$ 2,200	\$ 900	\$ 954	\$ 27,498	\$ 58,929	\$ 362	\$ 59,291



**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**OPERATING EXPENSES—ENTIRE COMPANY**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
<b>BUS OPERATIONS—COMMON CARRIER</b>						
AAA Transportation Co.	\$ 1,158	\$ .....	\$ 2,427	\$ .....	\$ 2,461	\$ 6,046
Airfield Bus Lines, Inc.	27,112	2,851	80,256	.....	20,823	131,042
Broward Transit Co.	1,741	446	1,334	293	870	4,684
Coast Cities Coaches, Inc.	95,887	4,300	266,494	573	38,015	405,269
Davie Transit Co.	111	.....	195	.....	153	459
Florida Transportation Co., Inc.	11,776	.....	11,442	696	2,649	26,563
Fort Lauderdale Transit Lines, Inc.	5,392	.....	10,782	71	2,266	18,711
Fort Myers Transit Lines, Inc.	9,640	.....	16,754	.....	6,302	32,696
Gulf Coast Motor Lines, Inc.	17,882	4,286	25,664	1,932	20,834	70,598
Hollywood Bus Lines, Inc.	19,416	.....	33,470	28	12,921	65,835
Keys Transit Co.	11,222	261	11,399	15	5,063	27,960
Lee's Coach Lines	11,103	2,878	15,303	1,090	2,597	32,971
Melbourne Bus Line	1,847	.....	1,125	.....	569	3,541
Miami Beach Air Line Coaches	14,624	.....	63,644	869	15,557	94,694
Miami Transit Co.	105,124	10,233	127,709	1,000	54,327	298,393
Ocala Transit Co., Inc.	13,518	.....	28,521	270	9,604	51,913
Orlando Transit Co.	17,396	2,095	20,845	770	6,733	47,839
Panama City Transit Co., Inc.	10,908	3,179	18,698	527	9,350	42,662
Pasadena-Grille Beach Bus Line	31,887	5,638	49,763	2,213	13,261	102,762
Peninsula Transit Co.	1,971	.....	3,021	.....	468	5,460
Perry Bus Co.	630	.....	679	.....	778	2,087
Richmond Coach Co., Inc.	3,476	.....	9,752	.....	2,800	16,028
Riley Transportation Co.	21,610	.....	36,385	110	6,416	64,521
Southern Tours, Inc.	5,978	.....	10,617	3,025	6,337	25,957
Volusia Coach Co.	5,060	.....	7,122	.....	2,253	14,435
Weaver Coach Line	825	.....	1,520	.....	219	2,564
Total Bus Operations—Common Carrier	\$ 447,294	\$ 36,167	\$ 854,921	\$ 13,482	\$ 243,826	\$ 1,595,690
<b>COMBINATION BUS AND TRUCK OPERATION</b>						
McJunkin Truck & Bus Line	\$ 16,447	\$ 35	\$ 22,133	\$ 607	\$ 14,370	\$ 53,682



# STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950

## TAXES ACCRUED AND PAID

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
BUS OPERATIONS—COMMON CARRIER					
AAA Transportation Co.	\$ 1,011	\$ .....	\$ .....	\$ 1,011	\$ 1,011
Airfield Bus Lines, Inc.	16,453	.....	.....	16,453	16,460
Broward Transit Co.	432	.....	.....	432	432
Coast Cities Coaches, Inc.	35,424	.....	.....	35,424	31,267
Davie Transit Co.	100	.....	.....	100	100
Florida Transportation Co., Inc.	1,338	.....	.....	1,338	1,314
Fort Lauderdale Transit Lines, Inc.	1,024	8,400	.....	9,423	10,760
Fort Myers Transit Lines, Inc.	3,613	.....	1,313	5,226	5,226
Gulf Coast Motor Lines, Inc.	11,996	.....	.....	11,996	11,437
Hollywood Bus Lines, Inc.	4,272	.....	.....	4,272	4,272
Keys Transit Co.	4,134	.....	.....	4,134	4,134
Lee's Coach Lines	1,454	.....	.....	1,454	1,402
Melbourne Bus Line	50	.....	.....	50	50
Miami Beach Air Line Coaches	13,835	.....	.....	13,835	13,616
Miami Transit Co.	26,449	.....	486,541	512,990	514,582
Ocala Transit Co., Inc.	3,071	.....	.....	3,071	2,950
Orlando Transit Co.	5,142	.....	56,060	61,202	64,570
Panama City Transit Co., Inc.	3,892	9,949	466	14,307	16,696
Pase-a-Grille Beach Bus Line	12,329	.....	.....	12,329	11,969
Peninsula Transit Co.	438	.....	.....	438	438
Perry Bus Co.	257	.....	.....	257	257
Richmond Coach Co., Inc.	1,090	.....	.....	1,090	979
Riley Transportation Co.	7,553	.....	.....	7,553	7,553
Southern Tours, Inc.	6,517	.....	.....	6,517	6,517
Volusia Coach Co.	937	.....	.....	937	1,021
Weaver Coach Line	253	.....	.....	253	266
Total Bus Operations—Common Carrier	\$ 163,364	\$ 18,358	\$ 544,380	\$ 726,102	\$ 729,279
COMBINATION BUS & TRUCK OPERATION					
McJunkin Truck & Bus Line	\$ 5,488	\$ .....	\$ .....	\$ 5,488	\$ 6,087

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE COMPANY**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Average Miles of Road Operated	REVENUE MILES			REVENUE PASSENGERS CARRIED		Tons Revenue Freight Carried
		PASSENGER BUSES		Freight Express and Mail Trucks	Regular Tariff Rates	Excursion or Special Rates	
		Regular Service	Excursion or Special				
BUS OPERATIONS—COMMON CARRIER							
AAA Transportation Co.	66.0	15,204			(1)		
Airfield Bus Lines, Inc.	15.4	518,145			1,491,329		
Broward Transit Co.			6,818			4,324	
Coast Cities Coaches, Inc.	63.8	1,157,571	10,349		2,956,922	28,958	
Davie Transit Co.	20.0	9,900			1,900		
Florida Transportation Co., Inc.	88.0	21,534			21,848		
Fort Lauderdale Transit Lines, Inc.	5.2	61,190			102,260	30,670	
Fort Myers Transit Lines, Inc.	38.0	74,392			306,238		
Gulf Coast Motor Lines, Inc.	108.5	229,922	6,586		127,318	2,417	
Hollywood Bus Lines, Inc.	7.4	64,130			598,320		
Keys Transit Co.	29.0	35,142	6,006		72,140	9,870	
Lee's Coach Lines	9.0	52,560			92,027		
Melbourne Bus Line	27.0	2,500			2,184		
Miami Beach Air Line Coaches	10.0	173,750			76,896		
Miami Transit Co.	17.6	683,595	3,373		2,766,964		
Ocala Transit Co., Inc.	112.0	143,650			74,800		
Orlando Transit Co.	49.1	158,591			267,978		
Panama City Transit Co., Inc.	27.0	169,650			(1)		
Pass-a-Grille Beach Bus Line	31.0	447,816			613,309	160	
Peninsula Transit Co.	7.6	27,740			13,082		
Perry Bus Co.	6.0	3,240			13,500		
Richmond Coach Co., Inc.	19.0	94,252			14,172		
Riley Transportation Co.	281.0	353,409	1,104		224,913	984	
Southern Tours, Inc.	23.0	106,877	2,003		9,153	875	
Volusia Coach Co.	18.0	52,762			75,120		
Weaver Coach Line	31.0	27,920			2,600		
Total Bus Operation—Common Carrier	1,107.6	4,685,442	36,239		9,924,973	78,258	
COMBINATION BUS AND TRUCK OPERATION							
McJunkin Truck & Bus Line	33.0	128,146	2,444	17,259	44,588	1,397	2,663

(1) No record kept by Company.

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET—ENTIRE COMPANY—AT DECEMBER 31, 1950**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
<b>TRUCK OPERATIONS—COMMON CARRIER</b>								
Miami Transfer Co.....	\$ 5,959	\$ .....	\$ .....	534	\$ 9,771	\$ .....	\$ .....	\$ 15,730
St. Andrews Bay Transportation Co.....	40,067	90,080	.....	.....	71,242	1,122	1,060	204,105
South Florida Freightways, Inc. ....	29,132	.....	.....	.....	3,947	25	.....	33,104
<b>Total Truck Operations—Common Carrier.....</b>	<b>\$ 75,158</b>	<b>\$ 90,080</b>	<b>\$ .....</b>	<b>\$ 534</b>	<b>\$ 84,960</b>	<b>\$ 1,147</b>	<b>\$ 1,060</b>	<b>\$ 252,939</b>

NAME OF COMPANY	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
<b>TRUCK OPERATIONS—COMMON CARRIER</b>									
Miami Transfer Co.....	\$ .....	\$ 12,088	\$ .....	\$ 125	\$ 58	\$ .....	\$ 3,459	\$ .....	\$ 15,730
St. Andrews Bay Transportation Co.....	11,500	.....	.....	14,074	9,380	420	22,547	146,184	204,105
South Florida Freightways, Inc. ....	500	.....	27,218	3,763	40	.....	614	969	33,104
<b>Total Truck Operations—Common Carrier.....</b>	<b>\$ 12,000</b>	<b>\$ 12,088</b>	<b>\$ 27,218</b>	<b>\$ 17,962</b>	<b>\$ 9,478</b>	<b>\$ 420</b>	<b>\$ 26,620</b>	<b>\$ 147,153</b>	<b>\$ 252,939</b>

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY**  
**(Gross revenue less than \$100,000 annually).**

NAME OF COMPANY	Balance at Beginning of Year	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
<b>TRUCK OPERATIONS—COMMON CARRIER</b>					
Miami Transfer Co.....	\$ .....	\$ 1,728	\$ .....	\$ 1,728	\$ .....
St. Andrews Bay Transportation Co.....	118,789	28,164	1,349	2,118	146,184
South Florida Freightways, Inc.....		969			969
Total Truck Operations—Common Carrier.....	\$ 118,789	\$ 30,861	\$ 1,349	\$ 3,846	\$ 147,153

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—ENTIRE COMPANY**  
**(Gross revenue less than \$100,000 annually)**

NAME OF COMPANY	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non-Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
<b>TRUCK OPERATIONS—COMMON CARRIER</b>									
Miami Transfer Co.....	\$ 15,821	\$ 12,288	\$ 3,533	\$ .....	\$ 3,533	\$ 1,325	\$ .....	\$ 480	\$ 1,728
St. Andrews Bay Transportation Co.....	100,665	65,202	35,463	.....	35,463	10,104	3,271	466	28,164
South Florida Freightways, Inc.....	15,460	13,639	1,821	.....	1,821	602	.....	250	969
Total Truck Operations—Common Carrier.....	\$ 131,946	\$ 91,129	\$ 40,817	\$ .....	\$ 40,817	\$ 12,031	\$ 3,271	\$ 1,196	\$ 30,861

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**OPERATING REVENUE—ENTIRE COMPANY**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	U.S. Mail (Bus or Truck)	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
<b>TRUCK OPERATIONS—COMMON CARRIER</b>					
Miami Transfer Co.....	\$ .....	\$ 14,411	\$ 14,411	\$ 1,410	\$ 15,821
St. Andrews Bay Transportation Co.....	18,206	81,499	99,705	960	100,665
South Florida Freightways, Inc.....	.....	14,772	14,772	688	15,460
Total Truck Operations—Common Carrier.....	\$ 18,206	\$ 110,682	\$ 128,888	\$ 3,058	\$ 131,946

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**OPERATING EXPENSES—ENTIRE COMPANY**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Maintenance of Plant and Equipment	Operating Garage Expenses	Transporta- tion Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
<b>TRUCK OPERATIONS—COMMON CARRIER</b>						
Miami Transfer Co.....	\$ 53	\$ .....	\$ 8,154	\$ .....	\$ 4,081	\$ 12,288
St. Andrews Bay Transportation Co.....	16,846	273	38,282	1,504	4,297	65,202
South Florida Freightways, Inc.....	2,546	.....	4,562	76	6,455	13,639
Total Truck Operations—Common Carrier.....	\$ 19,445	\$ 273	\$ 50,998	\$ 1,580	\$ 18,833	\$ 91,129



**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**TAXES ACCRUED AND PAID**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Total Accrued During Year	Total Paid During Year
<b>TRUCK OPERATIONS—COMMON CARRIER</b>				
Miami Transfer Co. ....	\$ 1,325	\$ .....	\$ 1,325	\$ 1,325
St. Andrews Bay Transportation Co. ....	10,104	.....	10,104	9,737
South Florida Freightways, Inc. ....	602	.....	602	562
Total Truck Operations—Common Carrier.....	\$ 12,031	\$ .....	\$ 12,031	\$ 11,624

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE Company**  
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Average Miles of Road Operated	REVENUE MILES		Tons Revenue Freight Carried
		Freight, Express and Mail Trucks	Truck Trailers	
TRUCK OPERATIONS—COMMON CARRIER				
Miami Transfer Co. ....	25	13,357		940
St. Andrews Bay Transportation Co. ....	249	188,052		9,275
South Florida Freightways, Inc. ....	50	18,098		2,333
Total Truck Operations—Common Carrier .....	324	219,507		12,548

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET—CLASS 1 CARRIERS AT DECEMBER 31, 1950**

NAME OF ACCOUNT	BUS OPERATIONS									
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines	Teche Greyhound Lines
<b>ASSETS</b>										
Current Assets.....	\$ 98,239	\$6,243,103	\$ 150,041	\$ 6,050	\$1,736,204	\$ 44,009	\$ 375,967	\$ 28,272	\$4,883,710	\$1,363,684
Carrier Operating Property.....	126,781	13,094,400	611,526	82,587	5,379,201	67,355	1,653,840	128,211	16,030,150	6,944,263
Reserve for depreciation and amortization.....	99,771*	5,963,775*	369,922*	54,706*	2,373,715*	45,303*	613,538*	97,803*	8,359,930*	3,247,556*
Non-carrier operating property.....										
Reserve for depreciation and amortization.....		96,487	73,000				32,250			
Non-operating property.....		3,951*	8,615*				2,749*			
Reserve for depreciation and amortization.....										
Organization, franchises and permits.....	1,722	35,718	438	816				103	59,788	
Reserve for amortization.....		7,949*								
Other intangible property.....	14,030	3,697,422	35,074		2,244,970	26,225	95,554	11,161	2,822,091	
Reserve for amortization.....		1,163,686*			2,244,970*					
Investment advances—associated companies.....	199,494	560,079	1,995		16,956		20,120	2,006	1,236,990	152,449
Other investment advances.....		384,510	1,000		4,063				100,000	19,260
Special funds.....		951,000	299,051		676,285			7,762	226,883	1,748,943
Deferred debits.....	2,568	216,714	19,620	138	49,168	127	42,942			110,250
Miscellaneous debit items.....										
Total Assets.....	\$ 343,083	\$18,140,072	\$ 813,208	\$ 34,795	\$5,488,162	\$ 92,413	\$1,604,386	\$ 79,622	\$16,999,682	\$7,091,293
<b>LIABILITIES</b>										
Current liabilities.....	\$ 29,547	\$3,329,865	\$ 160,089	\$ 8,615	\$ 747,082	\$ 83,773	\$ 248,613	\$ 17,512	\$2,856,327	\$1,008,529
Advances payable—associated companies.....									339,720	
Other advances payable.....										
Equipment obligations.....		2,076,892			1,210,905		200,000		2,971,647	\$53,905
Other long-term obligations.....		9,167		7,750						
Deferred credits.....					45		8,440	270	1,000	
Reserves—insurance, injuries, loss and damage, etc.....	6,027	380,548	300,000		73,283				201,956	174,511
Preferred capital stock.....		1,501,100								
Common capital stock.....	50,900	1,018,154	55,000	10,000		137,367	157,168	10,000	5,428,180	
Premiums and assessments on capital stock.....		75,055							610,835	
Noncorporate capital.....					3,456,847					5,054,348
Unearned surplus.....	9,242	33,419		22,084		80,296		6,567		
Earned surplus.....	248,267	9,715,872	298,119	13,654*		209,023*	990,165	45,273	4,560,017	
Total Liabilities.....	\$ 343,083	\$18,140,072	\$ 813,208	\$ 34,795	\$5,488,162	\$ 92,413	\$1,604,386	\$ 79,622	\$16,999,682	\$7,091,293
Contingent Liabilities.....	\$.....	\$2,134,700	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$2,600,000	\$ 481,000

\* Denotes contra item or deficit.

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**UNEARNED AND EARNED SURPLUS—CLASS 1 CARRIERS**

NAME OF ACCOUNT	BUS OPERATIONS									
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines	Teche Greyhound Lines
<b>UNEARNED SURPLUS</b>										
Balance at beginning of year.....	\$ 9,242	\$ 29,956	\$ .....	\$ 22,084	\$ .....	\$ 80,296	\$ .....	\$ 6,567	\$ .....	\$ .....
Additions during year.....		3,463								
Deductions during year.....										
Balance at close of year.....	\$ 9,242	\$ 33,419	\$ .....	\$ 22,084	\$ .....	\$ 80,296	\$ .....	\$ 6,567	\$ .....	\$ .....
<b>EARNED SURPLUS</b>										
Earned surplus or deficit at beginning of year.....	\$ 219,568	\$9,627,768	\$ 342,791	\$ .....	\$3,526,760	\$ 173,182*	\$ 938,827	\$ 62,412	\$4,700,419	\$4,779,219
Surplus credits applicable to prior years.....							6,511			
Credit balance transferred from income account.....	28,699	1,903,389	40,328		431,087		45,818		1,048,277	1,075,129
Other credits to surplus.....				350				250	339,837	
Total credits to surplus.....	\$ 248,267	\$11,531,157	\$ 383,119	\$ 350	\$3,957,847	\$ 173,182*	\$ 991,156	\$ 62,662	\$6,088,533	\$5,854,348
Surplus debits applicable to prior years.....	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ .....	\$ 991	\$ .....	\$ 81,779	\$ .....
Debit balance transferred from income account.....				14,004		35,841		7,389		
Dividend appropriations.....		1,815,285	55,000						1,302,763	
Appropriations to reserves.....										
Other debits to surplus.....			30,000		501,000			10,000	143,974	800,000
Total debits to surplus.....	\$ .....	\$1,815,285	\$ 85,000	\$ 14,004	\$ 501,000	\$ 35,841	\$ 991	\$ 17,389	\$1,528,516	\$ 800,000
Earned surplus or deficit at close of year.....	\$ 248,267	\$9,715,872	\$ 298,119	\$ 13,654*	\$3,456,847	\$ 209,023*	\$ 990,165	\$ 45,273	\$4,560,017	\$5,054,348

\* Denotes contra item or deficit.

# STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950

## INCOME ACCOUNT—CLASS 1 CARRIERS

NAME OF ACCOUNT	BUS OPERATIONS									
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines	Teche Greyhound Lines
<b>REVENUES</b>										
Operating revenues.....	\$ 344,003	\$18,053,445	\$ 900,028	\$ 48,656	\$6,806,806	\$ 168,391	\$1,694,762	\$ 196,712	\$17,897,564	\$8,277,911
<b>EXPENSES</b>										
Operation and maintenance expenses.....	\$ 205,545	\$11,751,938	\$ 633,120	\$ 43,572	\$4,665,286	\$ 150,394	\$1,241,068	\$ 159,880	\$11,892,206	\$4,903,602
Depreciation expense.....	37,708	1,278,021	66,840	8,142	604,181	4,850	153,642	12,106	1,840,810	661,382
Amortization chargeable to operations.....		1,935								
Operating taxes and licenses.....	44,659	1,457,629	106,534	8,311	641,230	23,710	204,313	31,053	2,154,044	665,326
Operating rents—net.....	18,827	278,255	98,196	1,897	99,853	25,278	20,778	1,080	110,788*	59,658
Total expenses.....	\$ 306,739	\$14,765,843	\$ 906,625	\$ 61,922	\$6,010,550	\$ 204,232	\$1,619,801	\$ 204,119	\$15,776,272	\$6,289,968
Net operating revenue.....	\$ 37,264	\$3,287,602	\$ 53,403	\$ 13,266*	\$ 796,256	\$ 35,841*	\$ 74,961	\$ 7,407*	\$2,121,292	\$1,987,943
Rent for lease of carrier property—debit.....										
Income from lease of carrier property—credit.....		7,800							6,748	50
Net carrier operating income.....	\$ 37,264	\$3,295,402	\$ 53,403	\$ 13,266*	\$ 796,256	\$ 35,841*	\$ 74,961	\$ 7,407*	\$2,128,040	\$1,987,993
Other income.....	300	196,112	9,810		20,365		1,109	175	274	12,210
Gross income.....	\$ 37,564	\$3,491,514	\$ 63,213	\$ 13,266*	\$ 816,621	\$ 35,841*	\$ 76,070	\$ 7,232*	\$2,128,314	\$2,000,203
Income deductions.....		61,819	974	738	30,534		3,752	157	175,703	26,932
Net income before income taxes.....	\$ 37,564	\$3,429,695	\$ 62,239	\$ 14,004*	\$ 786,087	\$ 35,841*	\$ 72,318	\$ 7,389*	\$1,952,611	\$1,973,271
Provision for income taxes.....	8,865	1,526,306	21,911		355,000		26,500		904,334	898,142
Net income transferred to earned surplus or to proprietorship Accounts.....	\$ 28,699	\$1,903,389	\$ 40,328	\$ 14,004*	\$ 431,087	\$ 35,841*	\$ 45,818	\$ 7,389*	\$1,048,277	\$1,075,129

\* Denotes contra item or loss.

# STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950

## OPERATING REVENUES AND EXPENSES—CLASS 1 CARRIERS

NAME OF ACCOUNT	BUS OPERATIONS										
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines, Inc.	Tamiami Trail Tours, Inc. (A)	Teehs Greyhound Lines
OPERATING REVENUES											
Passenger revenue.....	\$ 319,678	\$17,122,145	\$ 897,067	\$ 45,790	\$6,140,849	\$ 165,539	\$1,569,328	\$ 183,286	\$17,028,516	\$1,234,968	\$7,516,695
Special bus revenue.....	3,650	244,346	13,138	1,003	223,852	1,640	53,797	2,794	274,232	25,319	199,447
Baggage revenue.....		6,851			3,433				2,436		1,716
Mail revenue.....		4,979			690		3,140		52,886		2,095
Express revenue.....	10,344	284,807	26,141	1,773	292,169	611	54,298	8,137	338,690	71,779	358,710
Newspaper revenue.....	1,420	38,473	3,911	90	27,589	427	5,956	2,495	58,755	15,214	55,516
Miscellaneous station revenue.....	1,739	346,177	18,175		116,244	7*	6,373		108,352		141,609
Other operating revenue.....	7,172	5,667	1,596		1,980	181	1,870		33,697	9,814	2,123
Total operating revenue—passenger....	\$ 344,003	\$18,053,445	\$ 960,028	\$ 48,656	\$6,806,806	\$ 168,391	\$1,694,762	\$ 196,712	\$17,897,564	\$1,357,094	\$8,277,911
OPERATING EXPENSES											
Equipment maintenance and garage expenses.....	\$ 37,662	\$2,791,179	\$ 161,148	\$ 9,353	\$1,075,756	\$ 49,297	\$ 292,940	\$ 39,904	\$3,182,668	\$ 246,044	\$1,191,114
Transportation expense.....	100,801	4,599,910	234,033	17,589	1,789,411	67,502	515,544	74,038	4,880,907	380,747	1,828,204
Station expense.....	37,279	2,102,573	108,278	4,333	842,192	16,388	186,313	17,757	1,735,623	159,650	903,609
Traffic solicitation and advertising expense.....	3,139	442,479	29,946	924	221,051	4,001	43,003	3,695	378,252	68,397	171,392
Insurance and safety expense.....	1,945	543,867	33,948	3,349	202,489	4,793	65,129	6,309	495,844	69,611	247,632
Administrative and general expense.....	24,719	1,271,930	65,767	8,024	534,387	8,413	138,139	18,177	1,218,912	120,776	561,651
Total operating expense—passenger....	\$ 205,545	\$11,751,938	\$ 633,120	\$ 43,572	\$1,665,286	\$ 150,394	\$1,241,068	\$ 159,880	\$11,892,206	\$1,045,225	\$4,903,602

\* Denotes contra entry.

(A) Bus and Truck Operator—Balance Sheet, Surplus, and Income accounts shown under truck operators.



**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**OPERATING TAXES AND LICENSES—CLASS 1 CARRIERS**

KIND OF TAX	BUS OPERATIONS									
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines, Inc.	Teche Greyhound Lines
Gasoline, other fuel and oil taxes.....	\$ 17,487	\$ 475,126	\$ 44,917	\$ 3,457	\$ 241,269	\$ 10,771	\$ 91,265	\$ 12,015	\$ 779,521	\$ 249,172
Vehicle licenses and registration fees.....	18,271	685,032	44,862	4,200	305,948	10,807	65,220	13,625	874,274	230,378
Real estate and personal property.....	3,573	107,234	8,121		23,540	1,384	9,979	698	251,808	38,215
Social security taxes.....	3,119	122,181	5,910	531	46,544	870	10,682	1,678	124,539	59,011
Other taxes.....	2,209	68,056	2,724	123	23,929	122*	27,167	3,037	123,902	88,550
Total operating taxes and licenses.....	\$ 44,659	\$1,457,629	\$ 106,534	\$ 8,311	\$ 641,230	\$ 23,710	\$ 204,313	\$ 31,053	\$2,154,044	\$ 665,326
PROVISION FOR INCOME TAXES										
Federal income tax—normal tax.....	\$ 8,101	\$1,389,484	\$ 20,598	\$.....	\$ 194,625	\$.....	\$ 24,000	\$.....	\$ 471,482	\$ 836,000
Federal income tax—surtax.....			191		160,151				384,735	
Federal income tax—excess profits tax.....										
State income taxes.....	764	136,822	1,122				2,500		48,117	62,142
Other income taxes.....					224					
Total provision for income taxes.....	\$ 8,865	\$1,526,306	\$ 21,911	\$.....	\$ 355,000	\$.....	\$ 26,500	\$.....	\$ 904,334	\$ 898,142

\* Denotes contra item.

# STATISTICS OF AUTO TRANSPORTATION COMPANIES— CALENDAR YEAR 1950

## OPERATING STATISTICS—CLASS 1 CARRIERS

I T E M	B U S   O P E R A T I O N S										
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines, Inc.	Tamiami Trail Tours, Inc.	Teche Greyhound Lines
PASSENGER VEHICLES IN INTERCITY SERVICE AT DECEMBER 31, 1950											
Owned vehicles.....	10	476	52	8	192	5	100	18	617	35	245
Leased vehicles.....	10	36	21		10		9		64	14	27
Purchased transportation.....					1		1		6		
Total.....	20	512	73	8	203	5	110	18	687	49	272
MILES OPERATED (INCLUDING LOADED AND EMPTY) OWNED AND LEASED EQUIPMENT											
Buses operated in intercity service (regular route)	1,068,134	44,370,185	3,102,275	286,020	17,597,094	905,706	5,574,035	859,748	46,159,731	4,001,923	18,918,354
Buses operated in local service.....											
Buses operated in charter, sightseeing, and other special services.....	9,359	548,133	32,747	1,920	457,480	4,189	159,084	7,808	661,900	72,397	451,415
Vehicles operated exclusively in baggage, mail, express or newspaper service.....									152,128		
Total.....	\$1,077,493	\$44,918,318	\$3,135,022	\$ 287,940	18,054,574	909,895	5,733,119	867,556	46,973,759	4,074,320	19,369,769
PURCHASED TRANSPORTATION											
Buses operated in intercity service (regular route)	2,491	1,134	1,103		53,922		3,887	1,685	200,829	311	

# STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950

## OPERATING STATISTICS—CLASS 1 CARRIERS

I T E M	BUS OPERATIONS										
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines, Inc.	Tamiami Trail Tours, Inc.	Teche Greyhound Lines
NUMBER OF PASSENGERS CARRIED											
Intercity revenue, regular route.....	355,943	15,934,482	1,015,847	95,512	4,659,470	141,407	1,856,759	284,075	18,063,296	830,054	7,069,015
Local revenue, including transfers.....											
Charter, sightseeing and other special revenue....	1,362	66,283	6,740	928	61,110	477	21,422	1,044	114,309	11,988	67,861
Total number of revenue passengers carried.....	357,305	16,000,765	1,022,587	96,440	4,720,580	141,884	1,878,181	285,119	18,177,605	842,042	7,136,876
Intercity carried free (including employees).....	1,777	33,872	753	47	30,215	266	1,974	188	35,303	1,610	27,845
Total number of passengers carried.....	359,082	16,034,637	1,023,340	96,487	4,750,795	142,150	1,880,155	285,307	18,212,908	843,652	7,164,721
Number of regular route intercity passenger miles	15,663,180	887,198,779	52,562,993	2,167,200	335,626,000	9,204,310	87,475,121	10,262,493	975,980,518	66,396,129	428,180,000
PASSENGER REVENUE FROM:											
Regular route intercity service.....	\$ 319,678	\$17,122,145	\$ 897,067	\$ 45,790	\$6,140,849	\$ 165,539	\$1,569,328	\$ 183,286	\$17,028,516	\$1,234,968	\$7,516,695
Local service.....											
Charter, sightseeing and other special services....	3,650	244,346	13,138	1,003	223,852	1,640	53,797	2,794	274,232	25,319	199,447
Total passenger revenues.....	\$ 323,328	\$17,366,491	\$ 910,205	\$ 46,793	\$6,364,701	\$ 167,179	\$1,623,125	\$ 186,080	\$17,302,748	\$1,260,287	\$7,716,142

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET—CLASS 1 CARRIERS—AT DECEMBER 31, 1950**

NAME OF ACCOUNT	TRUCK OPERATIONS													BUS & TRUCK OPERATION
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	Liquids Transport Co., Inc.	M.R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	State Oil Co.	Tamiami Trail Tours, Inc.
<b>ASSETS</b>														
Current assets.....	\$389,740	\$ 28,374	\$ 42,285	\$1,254,720	\$ 13,788	\$ 12,372	\$ 2,906	\$ 94,513	\$ 97,984	\$ 80,233	\$138,412	\$245,800	\$ 30,861	\$494,632
Carrier operating property.....	645,979	148,128	248,554	2,342,512	124,027	158,214	25,108	293,018	356,651	179,888	906,557	304,798	85,807	1,440,979
Reserve for depreciation and amortization.....		37,159*	105,193*	982,420*	59,556*	61,562*	4,639*	95,600*	138,096*	100,307*	349,141*	133,230*	35,537*	845,698*
Carrier operating property leased to others.....														
Reserve for depreciation and amortization.....														
Non-carrier property.....														
Organization franchises and permits.....		602		41,660	7,300		355	1,942	327			451	1,500	
Reserve for amortization.....									109*			411*		
Other intangible property.....	26,066	6,000		8,110				7,550	75,977	6,000		15,474		247,695
Reserve for amortization.....									12,507*			14,726*		154,518*
Other investment advances.....	35,000		459											80
Deferred debits.....	17,221	8,052	6,395	36,960	6,192	7,643	880	9,843	11,568	3,168	36,264	3,157	5,436	28,826
Total assets.....	\$1,114,006	\$153,997	\$192,500	\$2,701,542	\$ 91,751	\$116,667	\$ 24,610	\$311,266	\$391,705	\$168,982	\$732,092	\$421,313	\$ 88,067	\$1,211,996
<b>LIABILITIES</b>														
Current liabilities.....	\$303,592	\$ 67,071	\$ 67,032	\$927,601	\$ 6,582	\$ 35,182	\$ 4,043	\$107,510	\$ 76,118	\$ 48,231	\$109,028	\$125,183	\$ 25,844	\$462,499
Advances payable—associated companies.....														
Other advances payable.....														
Equipment obligations.....	293,050	58,560	30,700	383,889	6,989	19,279	19,005	55,010	82,236	43,430	399,734			56,352
Other long-term obligations.....	43,000	16,510	37,827	128,457	1,186	9,330		6,328	4,864					63,511
Deferred credits.....														
Reserves, insurance, injuries, loss, and damage, etc.....	34,067		179	30,193	55	2,208		884		2,310	5,000			13,635
Preferred capital stock.....				3,093										
Common capital stock.....	162,000	2,000	11,500	228,916			1,000	50,000	100,000	6,958	5,777	75,600	500	13,000
Non-corporate capital.....					76,939	50,668								
Unearned surplus.....			472						45,292				54,266	658,004
Earned surplus.....	278,297	9,856	45,262	998,921			562	91,534	83,195	68,053	212,553	220,530	7,457	55,005*
Total liabilities.....	\$1,114,006	\$153,997	\$192,500	\$2,701,542	\$ 91,751	\$116,667	\$ 24,610	\$311,266	\$391,705	\$168,982	\$732,092	\$421,313	\$ 88,067	\$1,211,996

\* Denotes contra item or deficit.

# STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950

## UNEARNED AND EARNED SURPLUS—CLASS 1 CARRIERS

NAME OF ACCOUNT	TRUCK OPERATIONS													BUS & TRUCK OPERA- TION
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines A	John G. Lane Lines A	Liquids Transport Co., Inc.	M.R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transporta- tion Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	South State Oil Co.	Tamiami Trail Tours, Inc.
<b>UNEARNED SURPLUS</b>														
Balance at beginning of year.....	\$.....	\$.....	\$.....	\$ 472	\$.....	\$.....	\$.....	\$.....	\$ 45,202	\$.....	\$.....	\$.....	\$ 54,266	\$658,004
Additions during year.....														
Deductions during year.....														
Balance at close of year.....	\$.....	\$.....	\$.....	\$ 472	\$.....	\$.....	\$.....	\$.....	\$ 45,202	\$.....	\$.....	\$.....	\$ 54,266	\$658,004
<b>EARNED SURPLUS</b>														
Earned surplus or deficit at beginning of year.....	\$179,483	\$ 7,145	\$ 25,523	\$745,826	\$.....	\$.....	\$ 316	\$ 78,780	\$ 37,746	\$ 75,454	\$210,768	\$145,929	\$.....	\$ 55,773*
Credit balance transferred from income account.....	98,814	2,711	19,739	251,409			241	49,751	45,449	31,464	97,281	7,457		768
Other credits to surplus.....				1,686			5	13,761		3,389	6,448			
Total credits to surplus.....	\$278,297	\$ 9,856	\$ 45,262	\$998,921	\$.....	\$.....	\$ 562	\$142,292	\$ 83,195	\$110,307	\$217,216	\$243,210	\$ 7,457	\$ 55,005*
Debit balance transferred from income account.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 2,286	\$.....	\$.....	\$.....
Dividend appropriations.....								45,000				22,680		
Other appropriations of earned surplus.....														
Other debits to surplus.....								5,758		42,254	2,377			
Total debits to surplus.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 50,758	\$.....	\$ 42,254	\$ 4,663	\$ 22,680	\$.....	\$.....
Earned surplus or deficit at close of year.....	\$278,297	\$ 9,856	\$ 45,262	\$998,921	\$.....	\$.....	\$ 562	\$ 91,534	\$ 83,195	\$ 68,053	\$212,553	\$220,530	\$ 7,457	\$ 55,005*

\* Denotes contra item or deficit.

(A) Not incorporated.



**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—CLASS 1 CARRIERS**

NAME OF ACCOUNT	TRUCK OPERATIONS													BUS & TRUCK OPERATION
	Central Truck Lines Inc.	Florida Tank Lines Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	Liquids Transport Co., Inc.	M.R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	South State Oil Co.	Tamiami Trail Tours, Inc.
<b>REVENUES</b>														
Operating revenues.....	\$4,794,102	\$279,418	\$367,079	\$9,160,833	\$170,841	\$420,564	\$ 34,085	\$640,655	\$605,382	\$467,076	\$1,444,035	\$727,331	\$114,444	\$2,999,150
<b>EXPENSES</b>														
Operation and maintenance expenses.....	\$4,186,738	\$143,548	\$289,067	\$7,668,937	\$126,554	\$305,572	\$ 22,258	\$462,409	\$382,610	\$357,324	\$1,095,541	\$400,111	\$ 93,474	\$2,429,474
Depreciation expense.....	181,894	24,157	18,096	180,476	8,067	25,419	4,969	37,193	66,578	15,487	177,739	57,588	16,327	171,528
Depreciation adjustment.....	6,247	1,189*	1,209*	5,885*	150	1,608*	1,582	42		1,067*	10,487*	433		16,935*
Amortization chargeable to operations.....											89			
Operating taxes and licenses.....	261,251	32,164	25,822	410,381	13,689	53,654	4,392	44,970	57,302	31,160	160,881	82,254	6,500	266,363
Operating rents.....	164,424	72,180	57	388,099	113*	2,474	250	12,574	70*	7,147	4,271	2,248		94,983
Total expenses.....	\$4,800,554	\$270,860	\$331,833	\$8,642,008	\$148,347	\$385,511	\$ 33,451	\$557,188	\$506,420	\$410,051	\$1,428,034	\$542,634	\$116,301	\$2,945,413
Net operating revenue.....	\$173,548	\$ 8,558	\$ 35,246	\$518,825	\$ 22,494	\$ 35,053	\$ 634	\$ 83,467	\$ 98,962	\$ 57,025	\$ 16,001	\$184,697	\$ 1,857*	\$ 53,737
Lease of distinct operating unit—net.....					18*								8,139	
Net carrier operating income.....	\$173,548	\$ 8,558	\$ 35,246	\$518,825	\$ 22,476	\$ 35,053	\$ 634	\$ 83,467	\$ 98,962	\$ 57,025	\$ 16,001	\$184,697	\$ 6,282	\$ 53,737
Other ordinary income.....	448			266								166	976	51
Gross ordinary income.....	\$173,996	\$ 8,558	\$ 35,246	\$519,091	\$ 22,476	\$ 35,053	\$ 634	\$ 83,467	\$ 98,962	\$ 57,025	\$ 16,001	\$184,863	\$ 7,258	\$ 53,788
Deductions from ordinary income.....	11,817	4,716	6,706	35,812	536	2,945	299	1,994	8,581	3,850	17,187	3,181	649	40,641
Net ordinary income.....	\$162,179	\$ 3,842	\$ 28,540	\$483,279	\$ 21,940	\$ 32,108	\$ 335	\$ 81,473	\$ 90,381	\$ 53,175	\$ 1,186*	\$181,682	\$ 6,609	\$ 13,147
Extraordinary income.....				783					651				3,075	4,879*
Net income before income taxes.....	\$162,179	\$ 3,842	\$ 28,540	\$484,062	\$ 21,940	\$ 32,108	\$ 335	\$ 81,473	\$ 91,032	\$ 53,175	\$ 1,186*	\$181,682	\$ 9,684	\$ 8,268
Income taxes.....	63,365	1,131	8,801	232,653		10,892	94	31,722	45,583	21,711	1,100	84,401	2,227	7,500
Net income (or loss) transferred to Earned Surplus or Noncorporate Capital Accounts.....	\$ 98,814	\$ 2,711	\$ 19,739	\$251,409	\$ 21,940	\$ 21,216	\$ 241	\$ 49,751	\$ 45,449	\$ 31,464	\$ 2,286*	\$ 97,281	\$ 7,457	\$ 768

\* Denotes contra item or loss.

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**OPERATING REVENUES AND EXPENSES—CLASS 1 CARRIERS**

NAME OF ACCOUNT	TRUCK OPERATIONS													BUS & TRUCK OPERATION
	Central Truck Lines Inc.	Florida Tank Lines Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	Liquids Transport Co., Inc.	M.R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	South State Oil Co.	Tamiami Trail Tours, Inc.
<b>OPERATING REVENUES</b>														
Freight revenue, intercity—common carrier .....	\$4,967,966	\$279,418	\$331,916	\$9,150,767	\$170,428	\$420,564	\$ 14,448	\$639,148	\$601,958	\$465,683	\$1,435,436	\$726,604	\$114,444	\$1,640,893
Freight revenue—local service .....			15,169											
Other operating revenue .....	6,136		19,994	10,066	413		19,637	1,507	3,424	1,393	8,599	727		1,163
Total operating revenue—freight .....	\$4,974,102	\$279,418	\$367,079	\$9,160,833	\$170,841	\$420,564	\$ 34,085	\$640,655	\$605,382	\$467,076	\$1,444,035	\$727,331	\$114,444	\$1,642,056
<b>OPERATING EXPENSES</b>														
Equipment maintenance and garage expense .....	\$467,346	\$ 29,897	\$ 37,105	\$734,943	\$ 17,012	\$ 78,498	\$ 7,305	\$ 71,372	\$108,278	\$ 56,430	\$296,425	\$127,101	\$ 26,747	\$201,758
Transportation expense .....	1,939,801	69,374	126,767	3,373,074	43,251	150,720	12,809	152,363	208,780	178,870	539,145	139,980	44,229	480,342
Terminal expense .....	1,217,058	8,161	60,590	2,255,987	30,982	19,120		110,155	7,125	50,470	53,896	34,996		430,096
Traffic expense .....	77,531	2,436	7,541	199,048	2,358		36	4,903	1,196	6,393	8,140	14,543	1,854	30,896
Insurance and safety expense .....	246,617	10,695	17,082	454,324	12,485	34,428	1,028	53,310	30,506	27,198	82,448	16,315	3,911	119,927
Administrative and general expense .....	238,385	22,985	39,982	651,561	20,466	22,806	1,080	70,306	28,725	37,963	115,487	67,176	16,733	121,230
Total operating expense—freight .....	\$4,186,738	\$143,548	\$289,067	\$7,668,937	\$126,554	\$305,572	\$ 22,258	\$462,409	\$382,610	\$357,324	\$1,095,541	\$400,111	\$ 93,474	\$1,384,249

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**OPERATING TAXES AND LICENSES—CLASS 1 CARRIERS**

KIND OF TAX	TRUCK OPERATIONS													BUS & TRUCK OPERATION
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	Liquida Transport Co., Inc.	M.R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	South State Oil Co.	Tamiami Trail Tours, Inc.
Gasoline, other fuel, and oil taxes .....	\$ 96,258	\$ 15,855	\$ 9,042	\$161,585	\$ 4,610	\$ 34,134	\$ 3,268	\$ 22,256	\$ 29,513	12,820	\$ 90,958	\$ 44,010	\$ .....	\$103,900
Vehicle licenses and registration fees .....	116,401	13,475	11,726	155,648	6,025	17,221	1,026	18,180	24,102	8,516	53,969	34,747	2,471	61,640
Real estate and personal property .....	2,568	.....	1,867	12,622	1,588	.....	.....	507	629	180	3,570	508	.....	1,215
Social security taxes .....	45,982	2,834	3,015	77,832	1,232	2,274	98	3,825	3,017	3,589	9,314	2,885	416	22,199
Other taxes .....	42	.....	172	2,694	234	25	.....	202	41	6,055	3,070	104	3,613	77,409
Total operating taxes and licenses .....	\$261,251	\$ 32,164	\$ 25,822	\$410,381	\$ 13,689	\$ 53,654	\$ 4,392	\$ 44,970	\$ 57,302	\$ 31,160	\$160,881	\$ 82,254	\$ 6,500	\$266,363
PROVISION FOR INCOME TAXES														
Federal income tax—normal tax .....	\$ 37,301	\$ 1,131	\$ 8,073	\$107,535	\$ .....	\$ 10,892	\$ 94	\$ 18,739	\$ 36,583	\$ 17,402	\$ 1,089	\$ 42,243	\$ 2,227	\$ 7,500
Federal income tax—surplus .....	26,064	.....	.....	84,083	.....	.....	.....	10,730	.....	.....	.....	30,146	.....	.....
Other income tax .....	.....	.....	728	24,515	.....	.....	.....	2,253	9,000	4,309	.....	12,012	.....	.....
State income taxes .....	.....	.....	.....	16,520	.....	.....	.....	.....	.....	.....	11	.....	.....	.....
Total provision for Income Taxes .....	\$ 63,365	\$ 1,131	\$ 8,801	\$232,653	\$ .....	\$ 10,892	\$ 94	\$ 31,722	\$ 45,583	\$ 21,711	\$ 1,100	\$ 84,401	\$ 2,227	\$ 7,500

**STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1950**  
**OPERATING STATISTICS—CLASS 1 CARRIERS**

ITEM	TRUCK OPERATIONS													BUS & TRUCK OPERA-TION
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	Liquids Transport Co., Inc.	M.R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	South State Oil Co.	Tamiami Trail Tours, Inc.
<b>TRUCKS AND TRACTORS IN INTER-CITY REVENUE SERVICE AT DECEMBER 31, 1950</b>														
Owued vehicles.....	75	8	18	104	10	26	3	32	35	17	69	45	8	44
Leased vehicles.....	11	10		24				1						4
Purchased transportation.....	30			84					4		16			
Total.....	116	18	18	212	10	26	3	33	39	17	85	45	8	48
<b>MILES OPERATED IN INTERCITY SERVICE LOADED AND EMPTY (OWNED VEHICLES)</b>														
<b>OWNED VEHICLES:</b>														
Trucks.....	262,728		12,788	109,397	23,839									92,426
Tractors.....	3,645,880	133,690	468,008	7,436,919	187,316	1,285,649	63,640	885,808	2,185,279	730,836	4,483,515	2,186,599	345,284	1,790,305
Total owned vehicles.....	3,908,608	133,690	480,796	7,546,316	211,155	1,285,649	63,640	885,808	2,185,279	730,836	4,483,515	2,186,599	345,284	1,882,731
<b>LEASED VEHICLES:</b>														
Trucks.....	60,648			155,799										
Tractors.....		771,409	300	260,088	1,608			43,706			85,990			254,507
Total Leased Vehicles.....	60,648	771,409	300	415,887	1,608			43,706			85,990			254,507
<b>PURCHASED TRANSPORTATION</b>														
Trucks.....														
Tractors.....	4,431,372			8,391,190				66,085	355,988		1,133,346			
Total purchased transportation.....	4,431,372			8,391,190				66,085	355,988		1,133,346			
Total miles operated—all vehicles.....	8,400,628	905,099	481,096	16,353,393	212,763	1,285,649	63,640	995,599	2,541,267	730,836	5,702,851	2,186,599	345,284	2,137,238
Tons of revenue freight carried in intercity service.....	229,198	114,529	20,844	486,651	16,310	17,939	1,902	54,992	208,405	31,892	569,454	370,422	71,340	96,879
Ton-miles, intercity revenue freight.....	52,119,625	9,113,990	1,741,195	143,364,923	1,932,602e	4,518,920e	703,740	7,786,867e	20,010,320e	4,733,217e	48,403,590	23,396,609	3,452,840	17,499,254e
Freight revenue from intercity service.....	\$4,967,966	\$279,418	\$331,916	\$9,150,767	\$170,428	\$420,564	\$ 14,448	\$639,148	\$601,958	\$465,683	\$1,435,436	\$726,604	\$114,444	\$1,640,893

e—Estimated.

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## **Ferry Companies**

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**STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1950**  
**GENERAL BALANCE SHEET—ENTIRE COMPANY**  
**AT DECEMBER 31, 1950**

ASSETS	Boca Grande Ferry Co., Inc.
INVESTMENT	
Real property and equipment.....	\$ 36,456
Reserve for depreciation.....	14,134*
Total investment.....	\$ 22,322
WORKING ASSETS	
Cash.....	\$ 351
Miscellaneous accounts receivable.....	596
Material and supplies.....	
Total working assets.....	\$ 947
Miscellaneous deferred debit items.....	
Total assets.....	\$ 23,269
LIABILITIES	
Capital stock.....	\$ 10 000
WORKING AND ACCRUED LIABILITIES	
Loans and bills payable.....	\$ .....
Audited vouchers and wages unpaid.....	259
Due officers.....	295
Taxes accrued.....	1,052
Other liabilities.....	1,000
Total working and accrued liabilities.....	\$ 2,606
Corporate surplus.....	\$ 10,663
Total liabilities.....	\$ 23,269

\* Denotes contra item.

**STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1950**  
**PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY**

I T E M	BOCA GRANDE FERRY CO., INC.	
	Debits	Credits
Balance January 1, 1950.....	\$.....	\$ 7,693
Balance transferred from income.....		3,788
Miscellaneous debits to surplus.....	818	
Balance December 31, 1950.....	10,663	
Total.....	\$ 11,481	\$ 11,481

**STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1950**  
**ANALYSIS OF TRAFFIC**

I T E M	BOCA GRANDE FERRY CO., INC.	
	Passengers	Vehicles
ONE WAY		
Trucks.....		446
Autos.....		281
Motorcycles.....		18
Passengers.....	10,066	
ROUND TRIPS		
Trucks.....		482
Autos.....		2,515
Motorcycles.....		20
Total.....	10,066	3,762

**STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1950**  
**INCOME ACCOUNT—ENTIRE COMPANY**

I T E M	Boca Grande Ferry Co., Inc.
<b>OPERATING REVENUE—TOLLS</b>	
Automobiles and buses.....	\$ 16,417
Trucks and trailers.....	6,046
Passengers.....	278
Miscellaneous.....	160
Total operating revenue.....	\$ 22,901
<b>OPERATING EXPENSES</b>	
Maintenance of equipment.....	\$ 3,342
Maintenance of terminals.....	2,325
Traffic expense.....	54
Operation of vessels.....	6,862
Operation of terminals.....	107
General expense.....	6,423
Total operating expenses.....	\$ 19,113
Net revenue from ferry operations.....	\$ 3,788
Net income transferred to profit and loss.....	\$ 3,788